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# Navy News

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No. 17 OCTOBER, 1955

The Official Newspaper of the Portsmouth Command and The Royal Naval Association

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## H.M.S. SIDON

### Commander-in-Chief's Commendation

Lieutenant-Commander Hugh Tyrell  
Verry, Royal Navy, H.M.S. Sidon.

Lieutenant - Commander Charles  
Francis Alington, Royal Navy,  
H.M.S. Maidstone.

Commissioned Engineer Roy Edward  
Hawkins, Royal Navy, H.M.S.  
Sidon.

Albert Pearson, Official Number  
Devonport SMX. 503256, Engine  
Room Artificer First Class, H.M.S.  
Sidon.

John Walter Ward, Official Number  
Devonport MX. 61947, Chief  
Ordnance Artificer, H.M.S. Maid-  
stone.

AT 0825 on June 16, 1955, a severe explosion took place in the torpedo compartment of Her Majesty's Submarine Sidon, when she was berthed alongside Her Majesty's Ship Maidstone in Portland Harbour and preparing to slip and proceed for exercises.

The blast reached as far aft as the Control Room, lighting was extinguished, the submarine was full of smoke, and debris in the Control Room jammed the forward bulkhead doors. The submarine sank shortly after the explosion.

Immediately the explosion occurred Lieutenant-Commander Verry, the submarine's Commanding Officer, summoned rescue and medical parties from the depot ship and went below in a breathing set to assess the damage. Only when he was satisfied that he could do nothing further below to save life or his ship did he return to the bridge and take charge of the attempts to shut the remaining hatches and to secure a wire to the stern. When it became obvious that nothing more could be done he made certain that all survivors had been taken from the ship before he himself jumped clear.

Commissioned Engineer Hawkins went down into the submarine immediately after the explosion without a breathing set and made the most determined efforts to get forward through the barrier of debris. He returned to the bridge to put on a breathing set and went below again until he was overcome by the fumes. He was fortunate to escape with his life.

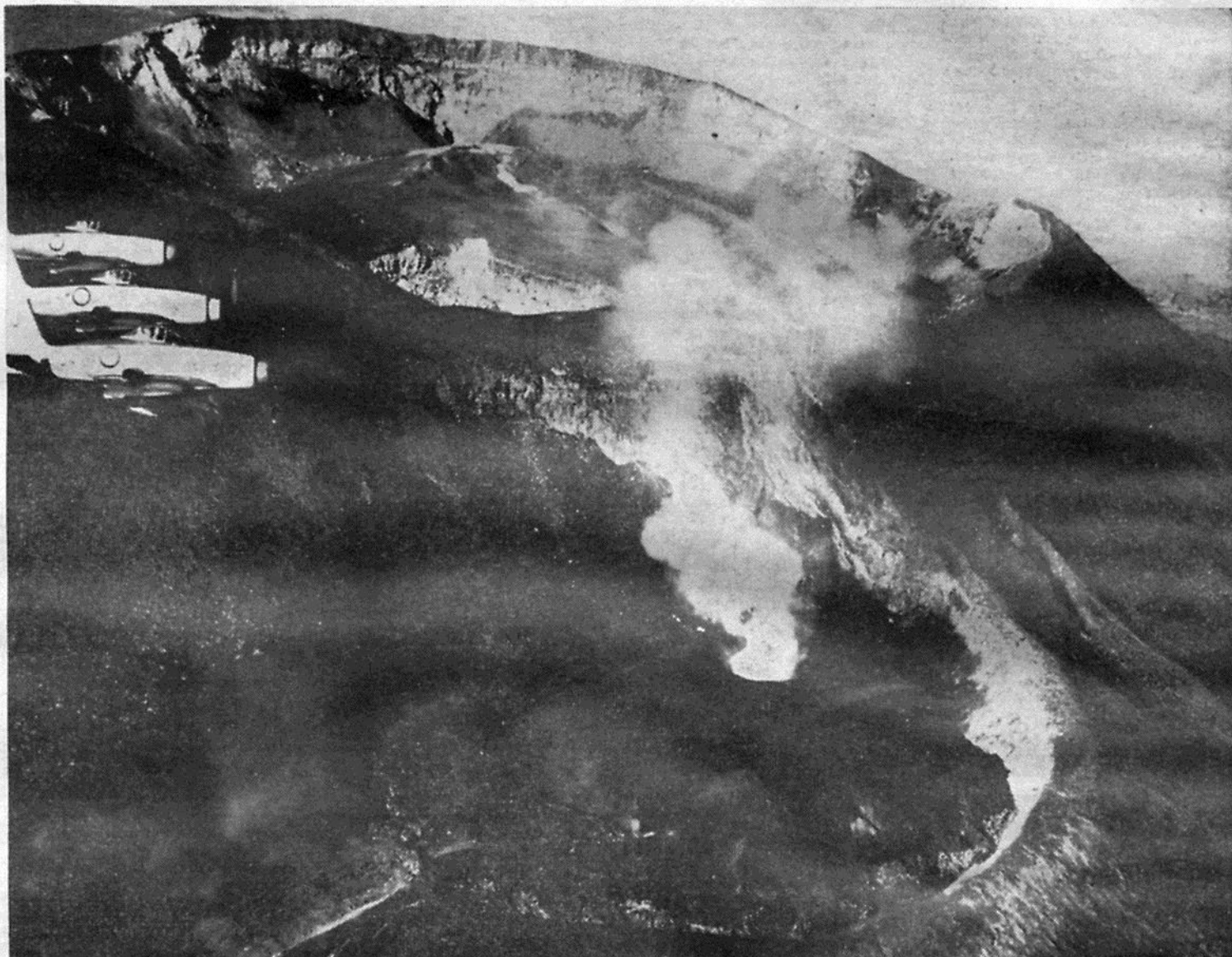
Engine Room Artificer Pearson's cool leadership and example resulted in the rapid evacuation of the Sidon's Engine Room in which he remained to do his utmost to ascertain and check damage, finally leaving the submarine at a very late stage.

Chief Ordnance Artificer Ward was, with Commissioned Engineer Hawkins, the only person to succeed in penetrating the barrier of debris outside the Wardroom in attempts to get forward. This he did on two occasions and retreated only when he was almost overcome by fumes and finally when the control room started to flood up rapidly. His coolness, determination and disregard for his own safety were most praiseworthy.

Lieut.-Commander Verry's conduct after the sinking up to the time of the funeral twelve days later was exemplary and an inspiration to all who came into contact with him. During this period he had little sleep as he was either taking an active part in the salvage operations or attending to the welfare of the survivors of his Ship's Company and the relatives of the killed and injured.

As T.A.S. Officer of the 2nd S/M Squadron Lieutenant - Commander

## Wyverns over Mount Etna



Three Wyvern strike aircraft from H.M.S. Eagle flying over the crater of Mount Etna, Sicily, whilst operating in the Mediterranean. Lava can be seen boiling at the outer edge of the crater nearest the camera with a stream of red-hot lava pouring over the edge

## Drafting Forecast

### Commissioning Programme

#### For General Service

October 4th: H.M.S. Kenya\* commissions at Rosyth for General Service, West Indies and Home Fleet.

November 8th: H.M.S. Undine\* commissions at Portsmouth for Mediterranean and Home Fleet.

November 23rd: H.M.S. Chevron and H.M.S. Chaplet commission at Portsmouth for Mediterranean and Home Fleet.

Mid-November: H.M.S. Glasgow commissions at Portsmouth for General Service in Home Fleet.

January 31st, 1956: H.M.S. Torquay commissions for Mediterranean and Home Fleet.

February 21st, 1956: H.M.S. Duchess commissions for Mediterranean and Home Fleet.

#### For Foreign Service

Mid-November: H.M.S. Newcastle\* commissions at Singapore for Far East Station.

Early December: H.M.S. Modeste commissions at Singapore for Far East Station.

**Note:** The ships' companies marked \* have been completed.

It has been decided that H.M.S. Vanguard will not now be commissioned in January, 1956.

Alington had to undertake the hazardous duty of withdrawing a torpedo, which was likely to be in an unsafe condition, from No. 4 tube in H.M. Submarine Sidon after she had been salvaged. Throughout the post-salvage operations he was tireless. His fine leadership and complete disregard for his personal safety when removing the torpedo were of the highest order and an inspiration to his subordinates. He entered the Fore End while the submarine was only half pumped out and in the darkness and debris personally lifted the top stop and latch tripper. He was also personally respon-

sible for the withdrawal of the torpedo from the tube and its subsequent examination.

I have commended these officers and ratings for their praiseworthy conduct in the face of danger, regardless of their personal safety. My selection of these officers and ratings for special commendation in no way belittles the exemplary bearing and conduct of all members of H.M.S. Sidon's ship's company. This was indeed, without exception, in the highest traditions of our Service.

G. E. CREASY,  
Admiral of the Fleet.



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## PORTSMOUTH Navy News

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### EDITORIAL

IN THIS issue we welcome the amalgamation of NAVY NEWS with the Royal Naval Association. By agreement with the Board of the Royal Naval Association, it is our intention to devote certain pages to the Association, which will also be of interest to the Navy.

It is not generally appreciated that membership of the Royal Naval Association is open to all serving personnel. There are over 250 branches throughout the country, all of which offer a sincere welcome to the Navy.

On page 11, we publish a complete list of these branches, giving the location, and details of their meetings.

With this issue NAVY NEWS has been increased to sixteen pages, and readers will find additional features which we hope will prove to be popular. For those who are interested, we are opening a Drama column, in which it is hoped to give details of Drama Festivals, and in which we can offer advice to play-reading circles. In response to numerous requests, we are re-starting our Quiz, and there will also be a section devoted to the latest gramophone records. It is also hoped to publish a list of films, which will be released to the Fleet, together with a synopsis of each film.

As indicated in the last issue, we shall high-light a ship of the Royal Navy each month, giving her history, the story of previous ships of that name, and the origin of her crest. We begin this series with H.M.S. Theseus, which was recently in Portsmouth for a short refit. There has always been a great demand for photographs of ships, and we shall give away for a very nominal charge a composite photograph of H.M.S. Theseus and her crest. Eventually we hope to produce a NAVY NEWS Album of H.M. Ships, specially prepared for this size of photograph.

### NELSON'S PRAYER

THE FOLLOWING was written by Lord Nelson in his diary on the morning of October 21, 1805:

May the Great God, whom I worship, grant to my Country, and for the benefit of Europe in general, a great and glorious victory; and may no misconduct in any one tarnish it; and may humanity after victory be the predominant feature in the British fleet. For myself, individually, I commit my life to Him who made me, and may His blessing light upon my endeavours for serving my country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen, Amen, Amen.

# 150th ANNIVERSARY OF TRAFALGAR

THE BATTLE of Trafalgar was, in a way, more than the greatest victory won by British arms; it was at the same time the culmination of as brilliant a campaign as has ever been fought in British history. Two men stand out as the supreme architects of that great victory, William Pitt, who set the stage with consummate strategical skill, and Horatio Nelson, who crowned it by his brilliant tactical handling of the fleet at the moment of decision.

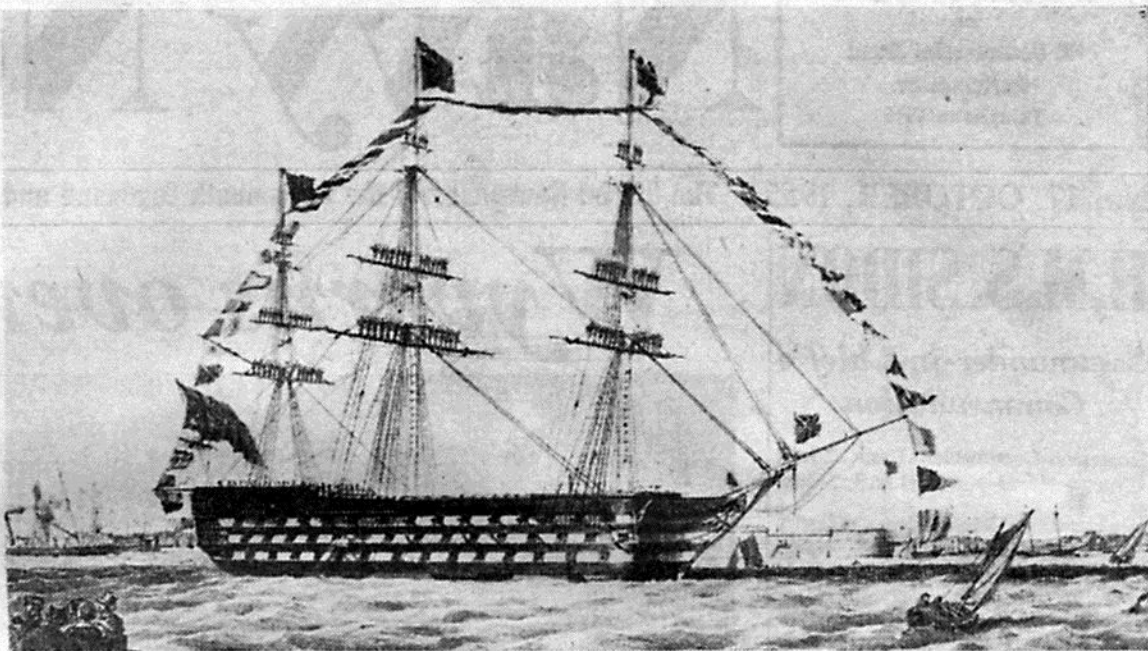
### The Campaign

The story of the campaign which ended with Trafalgar is every bit as interesting as the story of the battle itself. We have to go back 16 months before that fateful October 21 when Nelson met Villeneuve off Cape Trafalgar to find the start of the campaign, to the day in 1804 when Pitt first put into operation his plan to form his "league" against Napoleon. He sent General Craig and an army to Italy to co-operate with the Russian general Lacy, and he sent Nelson and a fleet to the Mediterranean to cover them. And at the same time he used British sea power to draw so tight a net around Napoleon as to force him into making false moves to break out. The British army in Italy pinned Napoleon down to a campaign there, and from the moment that army sailed from England, the battle of Trafalgar was inevitable. Napoleon was forced, as Pitt meant him to be forced, into an attempt to invade England to break clear of the net.

The risk of a French invasion held no fears for Pitt, for from the start of the campaign there was put into operation the well-tryed and impregnable system of sea defence built up through the centuries. A squadron in the Downs to watch the Texel (Keith), one in the Channel Islands (Saumarez), and the main Western Squadron off Brest (Cornwallis) was the traditional defence, and England was safe enough in such sure hands as those.

But Pitt depended on one more thing to bring his strategy to a successful conclusion. He had to rely on the instinctive knowledge of his naval commanders to do the right thing on every occasion, for only with their co-operation could the net around Napoleon be properly tightened. And throughout a whole year of baffling French moves, with a large number of admirals and captains in more or less individual commands who had often to make strategical decisions on their own, with no method of communication beyond a chance meeting with other ships, with no intelligence background such as they would have today, no naval commander ever put a foot wrong. The complete sureness of touch throughout, the innate strategical understanding of the campaign even by junior officers, was superb.

So the stage was set for Trafalgar.



H.M.S. Victory at the entrance to Portsmouth Harbour

In April, 1805, Villeneuve sailed from Toulon with the French Mediterranean Squadron, picking up some Spanish ships on the way and expecting to meet Ganteaume, with the Brest Squadron, at Martinique as laid down by Napoleon. But Ganteaume was not there. He had been driven back by the blockading squadron into Brest. Nelson, on Villeneuve's heels, forced him to sail hurriedly from the West Indies, bound for Brest, but Calder met him on the way and drove him down to Cadiz. No sooner was he in harbour than Collingwood appeared, to keep him there with a close blockade. Nelson, worn out and sick after nearly two years at sea, returned to England for rest and recuperation.

News travelled slowly in those days, and it was early September before the fact that Villeneuve was at Cadiz was known at home. It was brought by Captain Blackwood, of the frigate Euryalus, who called at Merton to see Nelson on his way to the Admiralty. Nelson, detaining him for an hour while he put on his uniform, accompanied him to London and offered his services. They were at once accepted and on September 15 the great sailor again hoisted his flag in the Victory, sailing from Portsmouth the same day. On the evening of the 28th, he joined Collingwood off Cadiz, no salutes being fired, by his order, in order that Villeneuve might not know that reinforcements had arrived off the port.

### Nelson Sails in Victory

On October 10, Nelson sent to his flag officers and captains the famous memorandum in which he foreshadowed his plan of attack when the

enemy came out. It embodied the "Nelson Touch," that the order of sailing should be the order of battle, so that no time need be wasted in forming a line of battle before the action. And with that memorandum he waited, in full confidence of ultimate victory, for Villeneuve to come out. That he would be forced to come out, he knew, for Nelson had studied Napoleon and his methods. Nelson had reckoned the enemy's strength at a maximum of 46 ships of the line. He himself could count only on 27, but the odds against him left him unmoved. For his plan embodied the lesson he had learned from Admiral Hood when he was a young captain, that a victory could still be won by an inferior force if it concentrated on an enemy's rear squadrons. In the days of sailing ships, it took a long time for the leading squadron, even when not attacked, to tack and come down to the assistance of its friends in the rear.

### The Battle

It was on this plan, set out by Nelson, in his memorandum, that the battle was fought. The British fleet, attacking in two lines, brought the whole of their strength to bear on Villeneuve's centre and rear. Nelson, leading the weather line in the Victory, cut through the combined French and Spanish fleet, just above the centre of the enemy's line of battle, between Villeneuve's flagship, the Bucentaure, and the French Neptune. Collingwood, leading the lee line in the Royal Sovereign, cut through astern of the Santa Ana, flagship of the Spanish admiral de Alava. The two lines of British ships enveloped and over-

whelmed the French and Spanish centre and rear and, as Nelson had foreseen, the van division was too long in tacking to come to their succour.

The fighting was fierce, for although Villeneuve was an irresolute leader, neither French nor Spanish ship was prepared to give up without a struggle. But the issue was never in doubt from the moment when the Royal Sovereign fired the first gun of the action at a minute or two after noon until the Spanish Neptune, a gallant fighter after the rest had given up, finally struck her colours a little after four o'clock. Nelson, struck down at the start by a musket ball fired from the mizzen top of the Redoubtable, lived just long enough to hear the news of his greatest victory, won by a tactical brilliance which cut through the older theories of fighting in line of battle. Seventeen enemy ships, out of a fleet of 33, had been taken, and one had caught fire and blown up. No British ship had been lost. Nelson, the British Commander-in-Chief, had been killed, but Villeneuve, the French, was a prisoner in the Mars. The British casualties amounted to 1,678 officers and men, the French and Spanish to six times that number.

### Effects of the Battle

So ended Trafalgar. But it was more than the defeat of Villeneuve by Nelson, it was the defeat of Napoleon by Pitt. Its influence radiated far beyond the waters in which it was fought, for its ripples were felt as far away as Russia, Austria and Sweden, bringing new heart to Britain's allies in the struggle against the French. Finally and irrevocably, it cut Napoleon off from the sea, forced him to a purely continental strategy, and sealed his ultimate fate. It was of this campaign of Trafalgar that one of the greatest naval historians of all time wrote "those far distant, storm-beaten ships, upon which the Grand Army never looked, stood between Napoleon and the dominion of the world." His words were exactly true, for it was the mighty weapon of British sea power, with a skill unexampled in the history of war, that brought Napoleon to final and inevitable defeat.

### NELSON'S SIGNAL

"England Expects That Every Man Will Do His Duty"

Lieutenant John Pasco, who was acting as Flag Lieutenant to Lord Nelson in the Victory at the battle of Trafalgar, related the following:—

"His Lordship came to me on the poop and after ordering certain signals to be made, about a quarter to noon, he said, 'Mr. Pasco, I wish to say to the Fleet "England expects that every man will do his duty,"' and he added 'You must be quick for I have one more to make which is for close action.' I replied, 'If Your Lordship will permit me to substitute "expects" for "confides" it will be sooner completed, because "expects" is in the vocabulary and "confides" must be spelt.' His Lordship replied in haste and with seeming satisfaction, 'That will do, Pasco, make it directly.'"

Shortly after the signal had been hoisted, the second signal, "Engage the enemy more closely" (flags 1 and 6), was hoisted.

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### A.F.O.'s. OF INTEREST

INTRODUCTION OF WHITE PLASTIC CAPS. The adoption of plastic caps for wear by officers and ratings has now been approved.

The plastic caps are made with crowns of white plastic material and will eventually replace all present types of caps, both blue and white. Stocks of white plastic cap covers for wear with blue peak caps will be provided as an interim arrangement until existing stocks of blue peak caps are used up and the blue peak caps in possession of serving personnel are worn out and replaced.

As from May 1, 1956, it is intended that white headgear only shall be worn in all climates all the year round for Ceremonial and Shore-going purposes. Blue caps with white cap covers may be worn until they are worn out and in addition until April 30, 1957, men dressed as seamen will be permitted to wear blue caps of the existing pattern or white caps with working rig in ships and on shore inside Naval establishments.

It is anticipated the necessary initial stocks of white plastic caps and cap covers will be available early in 1956.

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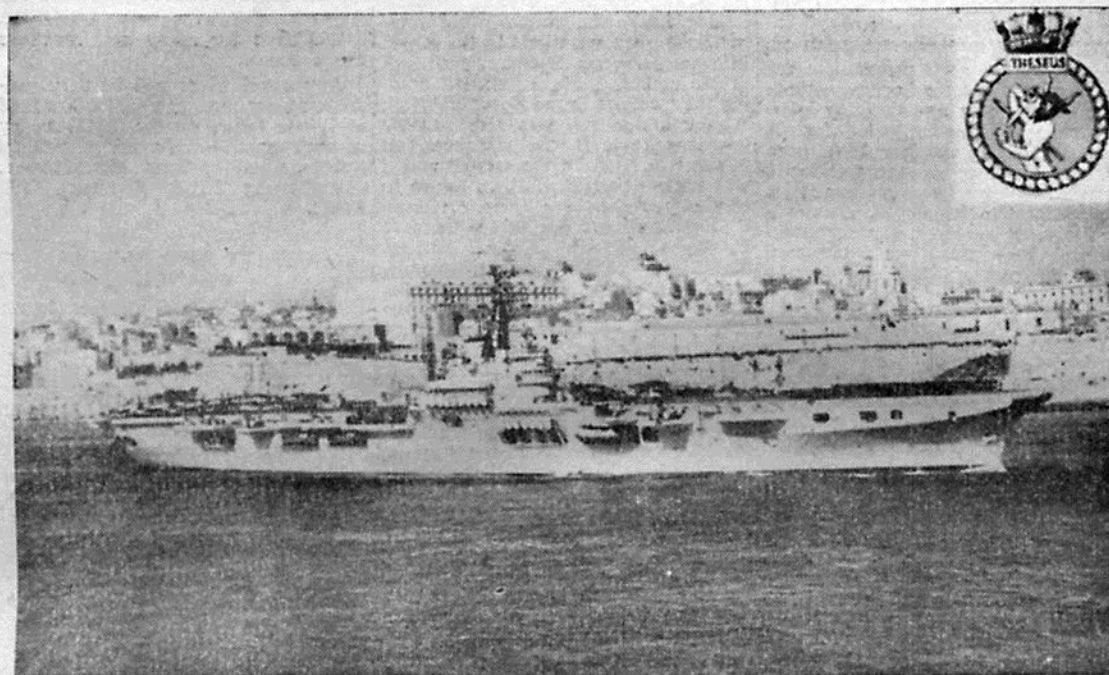
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# SHIPS OF THE ROYAL NAVY

## No. 1. H.M.S. THESEUS



Motto: ACTION ALWAYS

### The Crest

Theseus, the son of Aegeus, King of Athens was the chief hero of Attica in Greek legend and was the centre of innumerable exploits. Among his deeds was the slaying of the Minotaur, a mythical monster with head of a bull and the body of a man, kept by Minos, King of Crete, in a labyrinth and fed on human flesh. This is the incident depicted on the crest of the ship.

### The First Theseus

THE FIRST THESEUS was a Third Rate, 74-gun ship of the line, launched on the River Thames, September 26, 1786. She was first commissioned on November 4, 1793, for service in the Channel Fleet, and was one of the squadron under Cornwallis cruising in the Bay of Biscay in 1794. In 1797 the Theseus joined the fleet in the Mediterranean under Sir John Jervis, and on April 24, 1797, Rear-Admiral Sir Horatio Nelson hoisted his flag in her. She took part, July 5, 1797, in the bombardment of Cadiz, and July 27, on Nelson's attack on Santa Cruz, Tenerife, in which Nelson lost his arm.

As a private ship, the Theseus took part in the Battle of the Nile, July 1, 1798, where she was hulled in more than 70 places.

In 1799 she participated in Sir Sidney Smith's defence of Acre in the course of which an accidental explosion of shells on her deck caused the death of 33 of her crew, including her Captain, Ralph W. Miller.

From 1803 to 1805, the Theseus was employed in the West Indies and took part in the abortive expedition against Curacao, January-February, 1804.

The Theseus participated in Admiral Lord Gambier's attack on the French fleet in the Basque Roads, April, 1809; and was employed in the North Sea, including the blockade of the Scheldt, 1810 to 1813.

The ship was finally broken up at Chatham in 1814.

### The Second Theseus

The second Theseus was a First Class Protected Cruiser of 7,350 tons with two 9.2-inch and twelve 6-inch guns and a speed of 20 knots. She was built by the Thames Ironworks Co.; launched on September 9, 1892, completed in April, 1894, and placed in Fleet Reserve. On January 14, 1896, the Theseus was specially commissioned for the Particular Service Squadron mobilised on the occasion of the German Emperor's congratulatory telegram to President Kruger at the time of the Jameson Raid. The Theseus returned to the Fleet Reserve in July, 1897, until January, 1899, when she again joined the Mediterranean Station and remained there until May, 1902, when she returned home and was thoroughly refitted at Chatham, 1902-4.

From 1905 to 1912 the Theseus was the sea-going gunnery training ship at Devonport. On the outbreak of the First World War in 1914 she joined the (10th) Cruiser Squadron of the Grand Fleet. In 1915 she transferred

to the Mediterranean Fleet and was employed co-operating with the army in Gallipoli, and finally assisted in covering the evacuation. She continued in the Eastern Mediterranean Squadron, subsequently in the Aegean Squadron, and was one of the force sent into the Black Sea in 1918, being stationed at Batum.

The ship was finally sold in 1921 for breaking up.

### The Third Theseus

The third, and present, Theseus is a Light Fleet Carrier of 13,350 tons (18,300 tons full load), built on the Clyde by the Fairfield Shipbuilding Co.; launched July 6, 1944, and completed in April, 1946.

She is specially air-conditioned for service in tropical waters. Her flight deck is nearly 700 feet long with a breadth of approximately 80 feet.

In 1947, she set out for a cruise to the Far East during which she visited Australia and New Zealand wearing the flag of Admiral of the Fleet (then Rear-Admiral) Sir G. E. Creasy, K.C.B., C.B.E., D.S.O., M.V.O.

In 1948 the Theseus took part in the Home Fleet's Autumn Cruise and she was in the contingent of H.M. ships to visit South Africa, where she received a great reception.

She arrived in the Far East in the autumn of 1950, a few months after the start of the war in Korea. She was the first British aircraft carrier to go into action in this war. Her Sea Fury aircraft made their first operational sorties against military targets in the

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Chinnampo area. By the end of 1950 she had a fine record of war service, and her Air Group was awarded the Boyd Trophy for the finest feat of Naval aviation of the year.

Her Sea Fury and Firefly aircraft had flown sixty sorties a day in these operations, and she had been complimented by Vice-Admiral Sir William Andrewes, who then commanded the Commonwealth Naval Forces in the war area, and by the American Naval Commander-in-Chief Far East, Vice-Admiral C. T. Joy.

When she was eventually relieved by H.M.S. Glory, the Theseus had steamed 36,000 miles, expended more than half-a-million rounds of cannon shell and machine-gun bullets, and 1,390 500-lb bombs. Her operational record showed that she had flown 4,446 sorties.

In August, 1954, H.M.S. Theseus took up her present duties in the Home Fleet Training Squadron, based on Portland, and now flies the flag of Rear-Admiral H. W. Biggs, C.B., D.S.O., who commands the Squadron. In her first year in this service the ship has trained 282 officers and 1,939 ratings.

All the seamen of the Navy, except the boy entry, carry out their Part I

and Part II training in the Squadron and are undoubtedly the ship's largest commitment. The course of disciplinary seamanship, basic gunnery and educational training takes seventeen weeks for the Adult Entry Ordinary Seaman, while junior seamen stay for twenty weeks. During this time each class if possible is sent for a fortnight's spell in a small ship. The course for National Service Ordinary Seamen is broadly similar but lasts only ten weeks as "School" is omitted. If a man has already passed Part I in his R.N.V.R. division he stays for six weeks only.

The other main categories of ratings are the Adult Entry Signalmen and Junior Signalmen who carry out a fourteen week disciplinary seamanship and technical training course, and the specially selected Engineer Mechanics who do a twelve-week course, the successful completion of which ensures their early advancement to Leading Engineer Mechanic.

During school holiday periods an important function is the training of large numbers of School and University entry R.N.V.R. ratings. Their two weeks' course qualifies them as passed Part I, which represents a great saving of time when they are called up for their National Service.

## Outstanding Pay of Deceased Naval Personnel

THE NAMES of a further 210 deceased officers and ratings of the Royal Navy, R.N.R., R.N.V.R. and other Naval reserves, whose next of kin cannot be traced, amounts of outstanding pay, pensions and prize money payable to their estates appear in the "London Gazette." A sum in the region of £3,000 is involved.

Most of the personnel concerned died between April 1, 1940, and March 31, 1941, and individual amounts vary from £4 4s. 0d. to £115 12s. 1d.

Some 260 deceased officers and ratings who lost their lives between April 1, 1939, and March 31, 1940, have been named in previous lists published in the "London Gazette."

In their cases, approximately £3,200 is payable to their estates.

Applications from persons who believe themselves to be entitled to the pay, prize money, etc., of any individual should be made by letter to The Inspector of Seamen's Wills, Admiralty, Bath.

## SPORTSMAN OF THE MONTH

HASLAR, WITH its wards and departments manned throughout the 24 hours of each day, differs from other establishments, in that any devotee to sport will of necessity have to be keen enough to devote much of his spare time to the game of his choice or be constantly on the search for a willing substitute to do his duty whilst he partakes in play. It will be readily understood that even those not interested in sporting activities but who are willing to work so that others may participate are worthy of mention, because without those persons sport of any form would be well nigh impossible.

Despite these difficulties Haslar has produced, and will continue to produce players of Command standard. At present representing the Command there are three hockey players, two rugby players and one swimmer, besides the lady members of the staff who are selected for swimming and the Command and Inter-Command tennis.

The swimmer—Randal Garth Smith, Leading Sick Berth Attendant can hardly be claimed as a product of Haslar as he was born at (not in) a public baths where his father was Baths Superintendent.

It is rumoured that at his christening he swam his first few strokes, hence the name of "Garth," however, it is fact that before the age of one year he was a proficient swimmer and at the age of 4½ years was giving exhibitions in swimming and diving.



In 1947 he was selected for the Olympic games trials at Warrington, having already broken the record for the Lancashire Junior 50 yards free-style in 1946—a record which incidentally remains unbroken.

In 1948 he won the Northern Counties Breast Stroke Championship. L.S.B.A. Smith joined the Navy during February, 1950, and managed

to pass his swimming test six days later!

After his probationary training period he was drafted to Malta and was Mediterranean Inter-Services Champion 110 yards and 55 yards free-style during the whole of his period there (1951, 1952, 1953) and on his return to Haslar represented the Command for the season 1954 winning the 66½ yards free-style and obtaining second place in the 100 yards free-style.

During 1955 he retained his place in the Command team and during their match with Jersey Swimming Club, L.S.B.A. Smith became the fifth person in the Club's history to swim the 100 yards in their open sea pool in under 60 seconds. In the Command Championships he again won the 66½ yards free-style and was placed second in the 100 yards free-style.

In this year's Navy Championships two people beat him in the 100 yards free-style. He was also selected as third string in the Inter-Services competition, and swam in the naval relay team.

In between times L.S.B.A. Smith has been a member of many relay teams and water polo teams and has devoted his time to the furtherance of water polo within the hospital.

There has been a constant improvement in his times this season, and it is confidently expected more will be heard of his swimming capabilities in the future.

## SHIPS OF THE ROYAL NAVY

### No. 1. H.M.S. THESEUS

Please forward one postcard of H.M.S. Theseus, as reproduced at the top of this page, for which I attach stamp value 1½d. (Use block letters please.)

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# W.R.N.S. NOTES . . .

## W.R.N.S. Reserves Leave for Mediterranean

SEVENTEEN MEMBERS of the Women's Royal Naval Volunteer Reserve, drawn from eight of the depots throughout England, Wales, Scotland and Northern Ireland, left London Airport for the Mediterranean on Sunday, September 18.

Eleven of them flew to Gibraltar and six to Malta. They will take their part in manning communications for the Navy during the forthcoming N.A.T.O. exercise Lifeline.

This is the first time since the W.R.N.V.R. was formed in 1952 for any members of the Reserve to go abroad for their 14 days annual training. They are due back in England on October 3rd.

## SENIOR W.R.N.S. OFFICER, PORTSMOUTH COMMAND

THE WHOLE Command is indeed sorry to say good-bye to Chief Officer S. H. Broster, W.R.N.S., who has been well known in all Units for the past two years. Our very good wishes go with her in her new appointment as Officer-in-Charge, W.R.N.S. Officers' Course at the Royal Naval College, Greenwich.

In her place we warmly welcome Chief Officer M. A. P. Cook, from the Royal Naval College, Greenwich.

## R.M.B., Eastney

The Commandant General Royal Marines, Lieut.-General C. R. Hardy, C.B., C.B.E., D.S.O., visited the Royal Marines Barracks, Eastney, on September 14, 1955.

The W.R.N.S. Unit there took part in the parade and were inspected by the Commandant General.

## Visiting Ships

During the recent visit of the Polish destroyers 10 W.R.N.S. ratings were invited to act as hostesses at a reception given for Polish ratings at the N.A.A.F.I. Club in Portsmouth. In spite of language difficulties the reception was greatly enjoyed by everybody.

## H.M.S. EXCELLENT

### A Local Visit

Five Wrens from this Unit visited the Lord Mayor's Parlour at the City Council Chambers on Tuesday, September 13, 1955, where they were received by the Lord Mayor, Councillor G. A. Day, J.P. They then attended a Council meeting and were entertained to tea afterwards; and so ended a most enjoyable visit.

## A Day at Sea

Lieut.-Cdr. P.W. Stewart, R.N., Commanding Officer of H.M.S. Vigo, very kindly invited the W.R.N.S. personnel from this Unit to spend a day at sea in H.M.S. Vigo on Thursday, September 15, 1955, H.M.S. Vigo being a gunnery training ship attached to H.M.S. Excellent. During the day the W.R.N.S. were taken round all departments of the ship with particular reference to the gunnery training departments.

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From the moment of embarking until the time came to leave every moment had been full of interest and as a result most enjoyable.

## Children's Parties

The W.R.N.S. officers and ratings in H.M.S. Excellent helped in the children's creche on August 25 and 26, when parties were given for the children of R.N. Officers, Chief and Petty Officers.

## H.M.S. VERNON

Wren B. Lane and Wren S. Tucker, both serving in H.M.S. Vernon, were invited to join the crew of the Establishment's ten-ton yacht, a "Sea Otter," in the race to Oustreham. They left Cowes at 1830 on Friday, August 26, and passed the finishing buoy just off Oustreham at 1852 the following day, when they were officially placed fifth in the race. The yacht returned to H.M.S. Vernon on Monday, August 29, and so concluded an exciting race for Wrens Lane and Tucker.

## Visitors—W.R.A.C. Officer Cadets

A course of 12 W.R.A.C. Officer Cadets visited Portsmouth during the month of September for one day, when they were taken for a trip round the Harbour and Dockyard, and also saw round the Victory and H.M.S. Bulwark. They were entertained to lunch in the Duchess of Kent wardroom and the W.R.N.S. officers were interested to hear about the training commitments and duties of their sister Service.

## W.R.N.S. Officers

Third Officer E. R. Bell left H.M.S. Mercury last month to take up her appointment as Command Instructional Film Officer, Plymouth Command.

Third Officer P. Goodfellow, who has been in H.M.S. Collingwood for the past four months, has now left to take up an appointment at Admiralty.

## W.R.N.V.R. Officers

Eight W.R.N.V.R. officers arrived at the Wardroom, Duchess of Kent Barracks, on August 28 for a two-week course for newly-promoted officers organised by Chief Officer S. H. Broster and First Officer D. E. Tolhurst.

## W.R.N.S. Ratings

Wren E. C. S. McCormick, Steward (C) left the Service at the end of September on marriage, after serving for the past two years in H.M.S. Excellent. Among her interests she was a strong supporter of the netball team and also a good player for this small W.R.N.S. Unit. All those serving in the Unit wish her every happiness in her marriage and were sorry to say farewell.

## SPORTS NEWS

These past few weeks have been rather in-between where sport has been concerned. The exceptional weather has caused everyone to be reluctant to put aside tennis rackets in favour of hockey sticks. However, there has been activity on the Inter-Service level. The swimming championships took place at Eltham Baths on September 7-8, and for the tenth year in succession the R.N. women's team were victorious. The results were as follows:

1st, R.N. Women, 58 points; 2nd, R.A.F., 52 points; and 3rd, Army, 43 points.

The Portsmouth Command was well represented by Wrens Smith and Lewis (Mercury) and Wren Lynn (Victory). Wrens Allberry and Crossley, who were until recently under training in H.M.S. Mercury, also took part. Much of their success was due to instructors of the R.N. School of Physical Training, who so tirelessly coached and encouraged them throughout the season.

A full winter sports programme has been arranged and the hockey, netball, squash, badminton and shooting inter-Unit cups will be competed for. A series of league matches have been arranged in place of the knock-out competitions of former seasons. It is hoped that the league matches will provide more opportunities for practice and help to sustain interest in inter-Unit sport until the close of the season.

Fencing classes will be held at the R.N. School of P.T. each Monday and it is hoped that before long there will be a Command team capable of challenging local civilian clubs.

The Command Swimming Club will operate throughout the winter. Beginners have not been forgotten and will be catered for on Wednesdays. As the temperature of the R.N. Bath is maintained at over 70 it will probably be one of the warmer spots during the coming winter months.

## RECORD REVIEW

WITH THE continued outpouring of the major recording companies, it becomes a task of increasing difficulty to keep pace with adequate reviews of such an output. Nevertheless I would draw your attention to some recent recordings from the Decca group and lead the list with mention of first-class performances of the twelve Concerto Grossi (Op. 6) by Handel. This is an assemblage of the earlier recordings by the Boyd Neel Orchestra under its conductor. Both for enjoyment and educational purposes this is a fine set.

By comparison the Berlin Chamber Orchestra's recording of Bach's Suites Nos. 1 in C and 3 in D are a disappointment due mainly to heavy handedness by all concerned (Telefunken LGX66040). From classic era to the romantic is emphasised by a successful recording and performance of the Symphony No. 4 on E Flat by Bruckner but why another "4th" when several of this composer's symphonies remain missing from the catalogue? An excellent performance of Wagner's Siegfried Idyll provides the fourth side of Decca LXT5064-5.

Hindemith's presence at the Edinburgh Festival this year provided one of the few high-lights and a recording of his Oboe Sonata played by Pierre Pierlot and Annie d'Arco is a welcome release and a flowing balanced performance—which cannot be said of the Wind Quintet (Op. 24 No. 2) on the reverse of L'Oiseau-Lyre DL53007.

"As long as I live" I shall not want to hear "New Orleans Stomp" again but my adviser in "Traditional Jazz" assures me that Alex Welsh and his Dixieland Band are worth the cost of Decca F10607. New recordings by Winifred Atwell (F10609) and Edmundo Ross (F10610) should provide lighter entertainment.

## Forces Employment Association

IF YOU have decided to return to civil life in the near future, it is important that you get off on the right foot. The National Association for Employment of Regular Sailors, Soldiers and Airmen will help, but you also have a part to play.

Clear answers to the questions asked at your Resettlement Board are first essentials. The information gleaned from you is noted on form E.D.828 and forwarded to your local Jobfinder, another copy being sent to the Manager of your local Employment Exchange. From this, and only from this, has your local Jobfinder any clue as to your ability or choice of work.

It is no use, tongue in cheek, telling the Resettlement Board that you want to be a Chartered Accountant, B.B.C. Announcer, Deep Sea Diver or Bull Fighter in Spain. You have to prove to your future employer that you are competent and keen to do the job for which you have applied.

For those of you who want to sit for Civil Service Examinations, etc., your Education Officer is the source

of information. Ask him to show you the Resettlement Bulletin dealing with the line you want. Find out when the exams are and the educational standard required. Do this as long before you come out as you can. You must help yourselves in this respect.

If you are just an ordinary kind of chap, without any special qualifications, who wants a settled job, see your Jobfinder as soon as you start your leave. This gives him a chance to find you something before you are dead broke and then have to take the first thing offered. This month's leave is invaluable, for once you start work, perhaps in a job you do not like very much, it is difficult to get the time off to attend interviews. Also a week's notice has often to be worked and many employers are not prepared to wait a week.

Your daily work can either make or mar your life. Make up your mind to get in on the ground floor of the job you fancy. Then by hard work, ability, willingness, and study (if the job calls for it) you will be contented and give your employer satisfaction—a round peg in a round hole.

## Friendly Wives

### SOUTHSEA BRANCH

MONDAY, SEPTEMBER 12, was a red letter day in the annals of the Southsea Branch of the R.N.F.U.S.W., for it marked a return of the members to service premises for the first meeting of the new season.

Originally, the monthly meetings of this Branch were held in the Royal Marine Barracks, Eastney, and then in November, 1953, we started holding the meetings in the Foresters' Hall. Although this hall was very suitable in many respects, the members felt it was never "quite the same," and it was a great delight to all to return to service premises for their meetings.

Our thanks are due to Commodore C. L. G. Evans, C.B.E., D.S.O., D.S.C., for kindly giving us permission to use the Victory Hut in the Royal Naval Barracks, and also to the Rev. W. J. E. Tregenna-Piggott for all his help in preparing it.

The meeting on September 12 was opened by the Commodore, who very kindly welcomed us to the Royal Naval Barracks. The Padre then led the hymn and prayers at the start of the meeting. The rest of the afternoon was taken up with the usual September duty of paying annual subscriptions and a Beetle Drive, with, of course, an interval for tea.

This month our meeting is on Monday, October 10, and in future the meetings will be held on the second Monday in every month at 2.15 p.m. in the Victory Hut, Royal Naval Barracks. We have an interesting programme for the meetings during the coming months, and we hope to greet many new members to the Branch.

### NORTH END BRANCH

THE ANNUAL general meeting and the first meeting of the new season was held in Fisher Hall, Whale Island, on Tuesday, September 6, with Mrs. Rutherford in the chair.

Proceedings started with the singing of the last verse of "Eternal Father" and prayers led by the Rev. D. Keen, R.N.

Mrs. Rutherford then read out the notices and called for a vote of thanks to Mrs. Longley and Mrs. Crook who were retiring from the Tea Committee after serving for three years; they received a hearty round of applause which was very well deserved.

The election of the new Tea Committee then took place, and Mrs. Powell, Mrs. Funnell and Mrs. E. Smith were elected.

The Trade Stall has again been taken on by Mrs. Allen and Mrs. Stark.

Mrs. Marchmont will again be in charge of the Raffles.

Weekly sewing parties for our Christmas Bazaar will start on Tuesday, October 11.

Our next monthly meeting will be

on October 4 at Fisher Hall, Whale Island, 2 p.m. to 4 p.m. There will be a Beetle Drive and we also hope to have Mrs. Rischbieth from Adelaide, Australia, with us that afternoon—she has done wonderful work organising the sending of food parcels to our widows.

We hope for many new members this season.

Any naval wives will be very welcome at our meetings, which are held at Whale Island on the first Tuesday of each month—or further particulars can be obtained from Mrs. Hussey, 45a Festing Road, Southsea. Tel. 33312.

### GOSPORT AND FAREHAM BRANCH

ON THURSDAY, September 1, we held the first meeting of our 1955-56 season and we were very pleased to welcome our old members once again, also several new ones. We had a very good attendance and all enjoyed our afternoon of Tombola.

We have a very varied programme arranged for the 1955-56 season and are hoping that many new members will join us.

### Committee

Mrs. Fawkes (president), Mrs. Boxer (vice-president), Mrs. Beauchamp (hon. treasurer), Mrs. Thomas (hon. sec.), Mrs. Fisher, Mrs. Torteles, Mrs. Rudd, Mrs. Pizay, Mrs. Buckley, Mrs. Fairfield and Mrs. Sand.

Sub-Committee: Mrs. Browning, Mrs. Mott, Mrs. Rhoades, Mrs. Marsden, Mrs. Maryon and Mrs. Tucker.

Our next meeting will be held on October 6 at 2.30 p.m. at the Sloane Stanley Hall, Crossways, Gosport. The Rev. Burgoine is giving us a talk on "Jerusalem and Egypt" and we shall also have with us Mrs. Rischbieth of the Melbourne, Australia, branch of the R.N.F.U.S.W.

### H.M.S. VERNON BRANCH

WE HAVE had the usual summer break in activities but by the time this article appears, we shall have started the winter programme with a social afternoon on September 28. The fortnightly sewing meetings recommenced on September 7.

The Committee met on September 14 and considered preliminary arrangements for the sale of work on November 30, and next year's programme. Full details of these will be published later. Meetings for next month, all to be held in the Wardroom Annex, H.M.S. Vernon, are: October 5, 2.15 p.m., sewing meeting; October 12, 2.30 p.m., committee meeting; October 19, 2.15 p.m., sewing meeting; October 26, 2.15 p.m., general meeting (beetle drive).

## Married Quarters

THE NEWS regarding "hirings" this month is good for the impression gained last month that more furnished houses and flats were becoming available has proved to be true. As a result it has been possible to obtain more new hirings in the last month than in any month for some time past. It must be remembered, of course, that some of the new hirings are in replacement of others which have been terminated either by the landlord or by the Admiralty, so that each one does not represent net increase in numbers. Although there has been a substantial increase in total numbers, the ceiling has not yet been reached and there will be a small quarterly increase in the number allowed in October. There is therefore still plenty of scope to take up more.

On the other hand, the news regarding the completion of permanent houses is disappointing for very few have been completed and turned over during the month. This is, to say the least, frustrating to all but the reasons for the delays are common throughout the country. On each estate there has been a shortage of skilled labour of some kind or other. On one estate it may have been plasterers, on another carpenters and so on. There has also been difficulty in getting sub-contractors to undertake specialist work on the date required and many minor difficulties. There are, however, many houses well on the way to completion and the time must come before very long when the builders will be able to provide a fairly steady flow of new houses. On the credit side too, there is a large number of houses already roofed and the number should increase quite considerably given reasonable weather before the winter sets

in. Work can go on in these houses however bad the weather may be later on.

The work on the foundations of the flats at Stanshaw is progressing steadily. At Eastney and Rowner brickwork is springing up and it is hoped that quite a number of these houses will be roofed before winter.

The twenty officers' quarters in Old Portsmouth are nearing completion and will be opened officially in the first week of November. By this time it is hoped that all, or nearly all, will be occupied. A start has been made on the ten houses for officers of the rank of Commander and above at Eastney Esplanade. At the large officers' estate on Portsdown Hill the supply situation has improved and there is greater progress.

So far as the ratings' rosters are concerned, the waiting time is now between seven and eight months on the general roster. There may be some increase for Petty Officers and Junior Rates owing to the large number of applications received since the beginning of 1955. There are so many unknown factors such as the number of new houses that will be completed, the number of applications on the priority list, the average length of tenancy and so on that it is unwise to make any definite statement. What is definite is that anyone who wants a quarter should not be deterred by the length of the roster. There have been fewer applications from Chief Petty Officers and it is possible that their waiting time will tend to get shorter. A study of the particulars published early each month in the notice board issue of Portsmouth Temporary Memoranda will give anyone a good idea of his place on the roster.



# WHAT'S ON

October, 1955

- 1.—Royal Marine School of Music Dinner at Kimbells Ballroom, Southsea.
- 6.—H.M.S. Hornet Dance at Kimbells Ballroom, Southsea.
- 9.—Southern Philharmonic Orchestra, with Myra Hess, at Kings Theatre, Southsea. Doors open 2.15 p.m.
- 11.—H.M.S. Cleopatra Dance at Savoy Ballroom, Southsea.
- 14.—Dockyard Technical College Dance at Kimbells Ballroom, Southsea.
- 16.—Kings Theatre, Southsea, Recital—Moiseiwitsch.
- 21.—Salisbury and District White Ensign Association Annual Dinner. For details write to Mr. A. N. East, Fairview, Porton, near Salisbury.
- 25.—H.M.S. Dryad Ship's Company Dance at Empress Ballroom, North End.
- 25.—H.M. Royal Yacht Britannia Dance at Kimbells Ballroom, Southsea.
- 26-28.—Portsmouth and Southsea Horticultural Society Chrysanthemum Show.
- 28.—H.M.S. Boxer Dance at Kimbells Ballroom, Southsea.
- 28.—Ball in aid of the King George's Fund For Sailors, to be held in the Royal Naval Barracks, Portsmouth.
- 30.—Southern Philharmonic Orchestra Beethoven Programme — Denis Matthews, Kings Theatre, Southsea. Doors open 2.15 p.m.

## H.M.S. JAMAICA ENTERTAINS



Three of the 300 Turkish and European children that were entertained on board H.M.S. Jamaica at Istanbul during the Mediterranean Fleet Cruise



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## Have YOU a personal problem? ..

### ASK JOHN ENGLISH

#### Commutation of Pension

I WONDER if you could give me some information regarding commuting one's Pension? I've heard that it can be commuted to the Navy, if I have a good reason for doing so. If so could you give me any idea of what amount I'd receive? I've also heard that it can be commuted to a bank for so many years, after which time it can be commuted for a further period if I wish to do so, and of course, providing the bank is willing. Could you please inform me whether there is such a scheme?

Answer: In reply to your letter, I must first clarify the meaning of "commuting a pension." It means simply that you elect to receive a single cash payment in lieu of a proportion of your annual pension; the rules in regard to commutation, are laid down in the Appendix to the Navy List (December, 1954) p. 68 (5) and 71/72 (29).

Briefly you can only commute your pension with Admiralty approval when you can show that "commutation would be to (your) distinct and personal advantage," and then only within the amount of your pension which exceeds 2/- per day.

Assuming your pension is 49/- per week, you may only commute 35/- of this, which amounts to £91 per annum; roughly this would realise a capital sum (at the age of 42) of £1,324, after which your weekly pension would be 14/-.

I am afraid I do not know what you mean by "commuting to the Navy" or "to a bank."

#### Removal Expenses

I AM writing in the hope that you can help me. You see, on the doctor's advice, I am moving my wife and child from Yorkshire, and bringing them to Essex, and I wish to know if I can get my furniture paid for by the Navy or not. If I can, would you please let me know how I go about this, and whether I can get the money before I move, as I am afraid in my position at the moment I just cannot afford to pay for it to be brought down here when I bring my family. This means I would have to wait until I had the money to pay for it, which might be a considerable time.

Answer: In reply to your query, you would only be entitled to a refund of removal expenses for your family from Yorkshire to Essex if their present address in Yorkshire is a "residence at your place of duty" (e.g., H.M.S. Ceres); in this event you should qualify for removal expenses and/or Disturbance Allowance, after you have made the move.

If, on the other hand, your present address is merely a "selected place of residence" unconnected with duty in the vicinity, then you would not be eligible for any refund of expenses of the move to Essex; in this case you might get help from the R.N.B.T.

In any case, I advise you to see your Divisional Officer without delay.

#### H.M.S. VIDAL

BY AUTHORITY of Her Majesty, a party was landed from H.M.S. Vidal (Commander R. H. Connell, D.S.C., R.N.) to take possession of the island of Rockall. A flagstaff was erected on the island, the Union Flag was broken, and a commemorative plaque was cemented to the rock.

The annexation of this island was necessary since it is within the sector of the sea which is likely to come within the orbit of the projected guided weapons range in the Hebrides.

## Drama Column

IN THIS column we hope to give you news of Command shows, reviews, and advice on any matter concerning the stage.

Many of our readers will be unaware that the Royal Navy holds its own Annual Drama Festival. This is held with the co-operation of the British Drama League, who supply the adjudicators.

The British Drama League is the national voluntary body devoted to the development of the art of the theatre. Its membership exceeds 6,000. The League has lending and reference libraries of 100,000 books and plays. Full particulars of membership, group or individual, can be obtained from the Secretary, 9 Fitzroy Square, London, W.1. We can recommend the quarterly journal "Drama" (price 1/6, net). The current issue contains articles by E. Martin Browne, Robert G. Newton, F. Sladen-Smith, W. Vaughan Reynolds, etc.

It is not too early to think of enter-

## Accommodation?

See page 15

## Film News

The following films are due for release to Ships of the Royal Navy during October:

See How They Run (British Lion); Footsteps in the Fog (Columbia); Special Delivery (Columbia); There's Always Tomorrow (Universal-International); Doctor at Sea (J. Arthur Rank); Hit the Deck (M.G.M.); The Naked Street (United Artists) and Marty (United Artists).

\*Footsteps in the Fog stars Stewart Granger as Steven Lowry and Jean Simmons as Lily Watkins.

\*Special Delivery stars Joseph Cotten and Eva Bartok.

\*There's Always Tomorrow stars Barbara Stanwyck, Joan Bennett and Fred MacMurray.

\*\*Doctor at Sea stars Dirk Bogarde (Simon Sparrow), Brigitte Bardot (Helene Colbert), James Robertson Justice (Captain Hogg), Brenda de Banzie (Muriel Mallet).

\*Hit the Deck stars Debbie Reynolds, Jane Powell, Ann Miller, Tony Martin, Walter Pidgeon and Russ Tamblyn.

\*\*Marty stars Ernest Borgnine (Marty) and Betsy Blair.

\*=Average. \*\*=Very Good.

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## R.N.V.R. MINESWEEPING EXERCISE

THE ENGINEER Officer was superstitious about sailing on a Friday and it was one minute past midnight on the Saturday morning before we slipped from the landing stage to begin an interesting and instructive two and half weeks in one of Her Majesty's minesweepers. Six hours previously the entire ship's company had been finishing up in their offices and factories before setting off on what civilian colleagues termed their holidays and in this short space of time a ship had been commissioned, stores had been checked, confidential books had been mustered and H.M.S. Mersey—one of Mersey Division R.N.V.R.'s sea-going tenders was in all respects ready for sea.

### Competitive Exercise

We were bound for Invergordon to take part in a competitive minesweeping exercise with the eleven other R.N.V.R. Divisions in the British Isles. There was a trophy to be won and we were, I was told, going to be very unpopular with our R.N. Staff Officer ashore if we did not return with it. The trophy was given not only for skill in 'sweeping' but also for smartness both in appearance and a particular form of naval torture known as general drill. The First Lieutenant, who was by no means happy that the ship was as clean as she might be or that everyone including himself knew all the answers about minesweeping, had ordained with the Captain's approval that the forenoon should be spent cleaning what appeared to be an already spotless ship and the afternoon and dogs should be devoted to streaming the very complicated and dangerous-looking bunch of knitting known as minesweeping gear.

### Divisions

At 0800 on the Saturday morning when most of the ship's company's civilian colleagues ashore were enjoying one of their bi-weekly lies-in afforded by the five-day week, the seamen, including those who had been on watch from midnight until 4 a.m., fell in dressed in No. 8's, the naval rating's working clothes. The Engineer Officer detailed his off-watch ratings to do some job not unconnected with oil much to the disgust of the First Lieutenant, who was endeavouring to match his decks with the Royal Yacht we were to escort later. At 0900 the Captain opened the first of the little buff envelopes, each of which contained some evolution or item of general drill thought out by the R.N. Staff Officer to keep us on our toes

before we reached Invergordon. The contents stated briefly 'hands will go to Divisions at 0920, dress of the day No. 2's and medals. Report by signal the number of officers and ratings adrift at 0920.' This meant changing into best uniforms and cleaning boots and medals in less than twenty minutes. One rating was adrift, one forgot his medals and the First Lieutenant had a few streaks of metal polish on his sword. These envelopes were opened at hourly intervals throughout the day. Sometimes it was 'rig sheerlegs' to lift some extortionate weight, sometimes it was 'fire the Bofors Gun'—it took three minutes to find the key of the ammunition locker on the first occasion, another time 'prepare to be taken in tow forward,' which meant breaking some very reluctant cable. Even the stewards were not exempt and they prepared and served scrambled egg to the Captain in three minutes two seconds. In between these evolutions the sweeping gear was streamed and the ship was cleaned to such an extent that it ill behove any member of the engine room to tread the upper deck in oily boots. Good weather favoured us and the officers who had volunteered to paint the funnel were afforded a good view of the Queen Mother's Castle of Mey as we steamed through the Pentland Firth. The Doctor, who undertook the job of cleaning and painting the motor-boat, showed considerable annoyance when a (clumsy) rating allowed a hose to spray on his wet varnish in the course of washing down. We were proud of our paintwork when the ship arrived at Invergordon on Sunday night. Within seconds of securing alongside another minesweeper, the First Lieutenant and his right-hand man, the Buffer, went ashore to assess the merits and demerits of our rivals. The former, an incurable pessimist, and the latter, who was a confirmed optimist, returned to the ship with very different opinions, and the ensuing altercation made interesting hearing to the most casual observer.

### General Drill

The following day was spent doing competitive general drill in harbour and it was most enlightening to see the high standard set by our rivals. Needless to say, few of the evolutions we had already practised were ordered, and although the watchful eyes of the shore staff from the signal tower missed nothing we managed to attain third place amongst the reservist minesweepers. Tuesday, Wednesday and Thursday were spent

at sea sweeping mines laid by the R.N. a few days previously, and staff officers acting as umpires transferred from ship to ship by helicopter, watching and, no doubt, awarding points. Sailing at 6 a.m. and returning just before midnight can be hard going when concentration and hard work are the order of the day. The Captain and Navigator spent all their time on the bridge where meals consisted of a hurried sandwich, and the minesweeping experts nearly took root on the quarterdeck whence most of their equipment is streamed. It was, however, encouraging to see the mines surface after being swept and to know that the gear really did work efficiently. On the Friday the Admiral took the squadron to sea for manoeuvres and even more general drill. Our R.N.V.R. Yeoman of Signals and his assistant who also had their meals on the flag-deck throughout the exercise, culminated several days of first-class work by receiving a well-deserved recommendation. It was quite fantastic the way two pairs of hands coped with the complicated signals by flashing, flag and voice. They were allowed a well-earned rest when we sailed alone for Antwerp that night. On the last day, the ship returned to harbour by 1 p.m. in time for a comic relay race which took place between the harbour and a public house half a mile inland. The race, which involved several 'legs,' called for an amusing variety of fancy dress beloved of all sailors, and the highlights were Commanding Officers being carried on stretchers at great speed by none-too-careful members of their ship's company, and stewards running half a mile with a tray bearing a cocktail for the Admiral. The Admiral, who was supposed to sample each concoction, must have been dismayed to note that spillages were few.

### Antwerp

We arrived at Antwerp on Sunday evening after the uninteresting passage up the Schelde and threaded our way between the smart Rhine barges whose length and speed can make ship-handling something of a nightmare to those in more conventional craft. Official calls were made and received, and the fact that many of these calls

were repeated informally during our five-day visit to the port indicates the mutual friendship and understanding we had with our Belgian friends. Those members of the ship's company who remembered their francs were rationed made haste to buy presents for their wives and girl-friends and everyone relaxed after the rigours of Invergordon. The ship's soccer XI, playing together for the first and probably the last, time were beaten 9-1 by the local R.A.S.C. Unit—the previous H.M. ship had suffered an even greater defeat. Those who were so-minded took in the superb architectural sights of Antwerp and Brussels, to say nothing of the beer, which was quite reasonable in price. A visit to the General Motor Corporation's assembly plant—one of the largest in Europe—with its palatial showroom containing a unique spiral staircase which is supported by balance alone and has gold-plated banisters—and to a carpet factory at St. Nicolas, were amongst the interesting excursions arranged for the ship. We left Belgium with regret and fully appreciated the hospitality we had been given. It was perhaps fitting that shortly before we slipped from our berth a middle-aged woman who kept a bar within a stone's throw of the ship arrived with a bunch of flowers for our Coxswain, who was thereafter more frequently alluded to by his short title of 'swain.' The Officer of the Watch was not far wrong when he described the English Channel at night as Piccadilly Circus, and I was surprised to see the amount of extraneous lighting shown by merchant ships to the detriment of their navigation lights. We arrived at Plymouth on Saturday afternoon, and the flashing light from the shore signal station sent the Commander-in-Chief's congratulations on winning the minesweeping trophy—our efforts had not been in vain. Half our ship's company had to leave us at Plymouth in order to resume their civilian jobs on the Monday and a relief draft was waiting to take their place.

### Dartmoor

Some of us were fortunate enough to be taken by car over Dartmoor to the village of Chagford, where we had

dinner washed down with rough Devon cider. Bleak though Dartmoor may be at other times of the year, this part of England has a wild and yet serene beauty on a summer evening, and it was with a jolt that we returned to Devonport dockyard and the preparations for escorting the Royal Yacht to Douglas.

### Royal Yacht Britannia

Most of the passage from Plymouth to Holyhead, where we were to embark our honorary Captain, Lord Derby, was spent once again cleaning ship, but some light relief was afforded by one of the officers mistaking a large tube of toothpaste for hair-cream and a junior steward serving cold tea in lieu of clear soup. At Holyhead we met the Division's seaward defence boat, H.M.S. Dee, and then sailed to rendezvous with Britannia. With the help of radar we met the Royal Yacht and her destroyer escort, H.M.S. Orwell, and took up our appointed stations. We noticed we were being watched with interest, and possibly apprehension, from the bridges of the two R.N. ships when we turned to execute various signals setting our course for Douglas Bay, but good luck if not good weather was still with us and we maintained our exact station. The Queen and the Duke of Edinburgh circled us in their barge before going ashore and we cheered ship. In spite of several rehearsals, in the course of which one or two caps had been lost overboard, the volume of the cheers was spontaneous, and the Queen later congratulated us on our seamanlike appearance and ordered us to splice the mainbrace.

### Liverpool

We sailed with Britannia that night and then were detached for our home port, Liverpool. The training and experience absorbed during those two and a half weeks was considerable and it is not surprising that the Admiralty places such reliance in their Navy of civilian sailors. What is more, it is indeed gratifying in these days of labour unrest to find men who cheerfully forgo their holidays and civilian comforts for longer hours and less pay.

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## MOTERING NOTES

ALTHOUGH I have dealt with insurance in previous notes, the local evening papers have still far too great a proportion of motoring cases reported in the Police Courts which involve Naval personnel. Many of these still concern offences whilst driving uninsured. One of the most recent was a very simple case of a Sub-Lieutenant giving his girl friend a driving lesson whilst insured for owner only driving. Not a very serious offence you would think, yet he was not only fined but was automatically disqualified from driving for twelve months.

I make no apologies for exhorting you all once again to make certain you are properly insured and not to allow anyone to drive your vehicle unless your policy covers them as well.

### On Laying-up Your Car

Many motorists lay their cars up in October until the following Spring. The following points are worth considering in this respect. Most important of all is to jack the car up, preferably under the chassis, so as to take the weight of the car off the tyres and road springs. It is also advisable to flush out the engine sump and replenish with fresh oil, and change the oil in the gear box and rear axle. This will ensure that the acids which exist

in the old oil, particularly in the engine, cannot cause corrosion.

Apart from the oil change there are various methods of keeping the engine and battery in good shape whilst laid up. You can drain off the coolant completely, squirt plenty of Redex into the cylinders via the plug holes and leave the engine alone, apart from turning it over by hand a few times every month. On the other hand you can leave the coolant in and run the engine for a few moments every month. Personally I prefer the former course.

As to the battery, if possible keep this charged regularly. A good scheme is to remove it from the car, clean out the battery area of all verdigris, and then regularly discharge the battery by means of a lead and small capacity lamp bulb, the battery being then completely recharged by your local garage.

This long slow discharge, followed by fully recharging the battery, should keep it in good trim and is an old treatment for rejuvenating old batteries.

As for verdigris, try pouring a small amount of boiling water over the corroded terminals. You will be surprised how the corrosion vanishes.

Incidentally, don't forget the bodywork. A good wash and polish will

pay dividends, and don't forget the plating, which will also benefit from a generous application of wax polish to seal the pores. "Jenolite," which can be purchased from most accessory shops, will look after the rusty parts and is very cheap.

### The Motor Show

This year's Car Exhibition opens on October 19th and as usual will be full of interest. The new Standard Vanguard will be on show and it is also rumoured that Jaguars will be showing a new 2½ litre model. There are unlikely to be any major changes in the ordinary run of cars unless Mr. Ferguson shows his long awaited family car. Most of the manufacturers will announce their programme and models in the next few weeks, but whether there is anything new or otherwise the show will still be worth a visit.

### Dates for Your Diary

#### OCTOBER

1.—Race Meeting, Castle Combe, Bristol M.C.

1.—Speed Trial, Goodwood, B.A.R.C. (S.W.).

8.—Hill Climb, Ventnor, I. of W. C.C.

9.—Race Meeting, Brands Hatch, A. E. Marsh.



## Supersession of Flag Officer Commanding Reserve Fleet

VICE-ADMIRAL J. W. M. Eaton, C.B., D.S.O., D.S.C., will relinquish his command of the Reserve Fleet on September 20, 1955, when his flag in H.M.S. Cleopatra will be struck at sunset. Admiral Eaton is shortly proceeding to Bermuda to take up the appointment of Commander-in-Chief, America and West Indies Station, and Deputy Supreme Allied Commander, Atlantic.

Admiral Eaton assumed command of the Reserve Fleet in April, 1954, and during the tenure of his appointment there has been a steady consolidation of the policy of redeployment of ships to commercial ports. Two months ago the methods of preservation of Reserve Fleet ships were successfully tested in Exercise Sleeping Beauty, when H.M.S. Eglinton was brought forward from reserve on a full war-time footing.

Vice-Admiral Sir Peter G. L. Cazalet, K.B.E., C.B., D.S.O. and Bar, D.S.C., who succeeds Admiral Eaton in command of the Reserve Fleet, entered the Royal Navy in September, 1917. He was promoted Commander in 1934.

Admiral Cazalet was in the Anti-Submarine Warfare Division when World War II broke out.

In 1941 he went to the Far East where he commanded a Royal Naval Air Station and served on the staff of the Commander-in-Chief, China.

On returning to this country he was for fifteen months in command of the Anti-Submarine Experimental Estab-

lishment in H.M.S. Osprey. In January, 1944, he took command of H.M.S. Saumarez and was appointed Captain of the 23rd Destroyer Flotilla. In July, 1945, he received the D.S.O. for outstanding courage, skill and endurance while serving in the Saumarez escorting convoys, frequently in severe weather, to North Russia.

He was appointed to command H.M.S. London in February, 1949. In November of that year he was awarded the Bar to his D.S.O. for his attempt under heavy gunfire to assist the frigate Amethyst in the Yangtze. On the return of the London he became Commodore of the Royal Naval Barracks, Chatham.

He was promoted Rear-Admiral in July, 1950, and since then he has held several allied appointments. In November, 1950, he became Chief of Staff to the Flag Officer Western Europe and later held a similar appointment with the Flag Officer Central Europe. Recently he was Chief of Staff to the Commander-in-Chief, Allied Forces Mediterranean, and was promoted to Vice-Admiral on October 22, 1953.

Four times Mentioned in Dispatches, he was awarded the D.S.C. in 1940 for demolition operations at Flushing, and holds the King Haakon VII Military Cross in recognition of his services to Norway during the war.

He was knighted in the Birthday Honours of 1955.

## Superb Fitness of Polish Football Team

### Portsmouth Command XI v. Polish Squadron

THIS MATCH, played at Pitt Street on Friday, September 9, promised, in the opening few minutes to be a "red letter" day for the Command.

Within five minutes A.B. Hunt scored for the Command and provided two more chances which should have resulted in goals. These missed chances in the opening stages gave the Polish team time to recover from the shattering effect of the quick goal and gradually they took control of the game from then on.

Playing typical Continental-style football, fast, short accurate passing, they soon had the Command defence making mistakes which resulted in the Polish outside left, who was completely unmarked, with an easy chance to make the score 1-1.

At this stage the Command were still holding their own, but the speed with which the Polish players moved the ball began to tell and it was no surprise when they made it 2-1.

The Poles increased their lead to 3-1 just before half time, when due once again to an error in the defence

the Polish centre forward was allowed to take an easy drive from the six-yard line.

The second half opened in much the same way as the first finished. The Command could find no answer to the swift movement of the Polish wings and the steadiness of their defence; three further goals came in due course to make the final score 6-1.

The dominating factors of this Polish team were superb fitness and speed off the mark. They excelled in close marking and understanding. It was later learned that seven of the Polish team had been playing together for the last two years, being representatives of the Polish Navy side.

It cannot be denied that the six goals to the Poles were fully deserved but the Command could have scored at least three more goals had the opportunities been pressed home.

Outstanding for the Command were L./Sea. Chester and Supt. Brown, who in this match laid claim to consideration for a place in the Command side to meet Sussex next month.

## 150 ANNIVERSARY OF TRAFALGAR

OCTOBER WILL mark the 150th anniversary of that decisive fleet action which was fought off Cape Trafalgar in the Straits of Gibraltar. It was a naval victory which was to change the face of Europe and open the path to Britain's greatest period of expansion and world leadership. That famous engagement still stands as a unique example of fine seamanship backed by superb morale.

In commemoration of that anniversary, Messrs. C. H. Bernard & Sons Ltd., well-known naval outfitters and Admiralty contractors, have published an attractive book, illustrated in full colour, under the title, "Rig of the Day 1805-1955." The illustrations are from 1805-1955. The illustrations are from paintings by the marine artist David Cobb, R.O.I., S.M.A., who was speci-

ally commissioned by Bernards to prepare the series for this book.

The cover bears a representation of H.M.S. Victory at sea, and the inside pages contain, in addition to a short history of the engagement, descriptions of Naval uniform as worn from Nelson's time up to the present day. The interest of this entertaining narrative is enhanced by the reproductions in full colour of seamen at various periods, and the whole series constitutes a connected history of the evolution and development of naval uniform as worn today.

Copies of this attractive book may be obtained post free on application to the Head Office of Messrs. C. H. Bernard & Sons Ltd., which is at Ordnance Buildings, Harwich, Essex.

## Changes in H.M.S. Caledonia

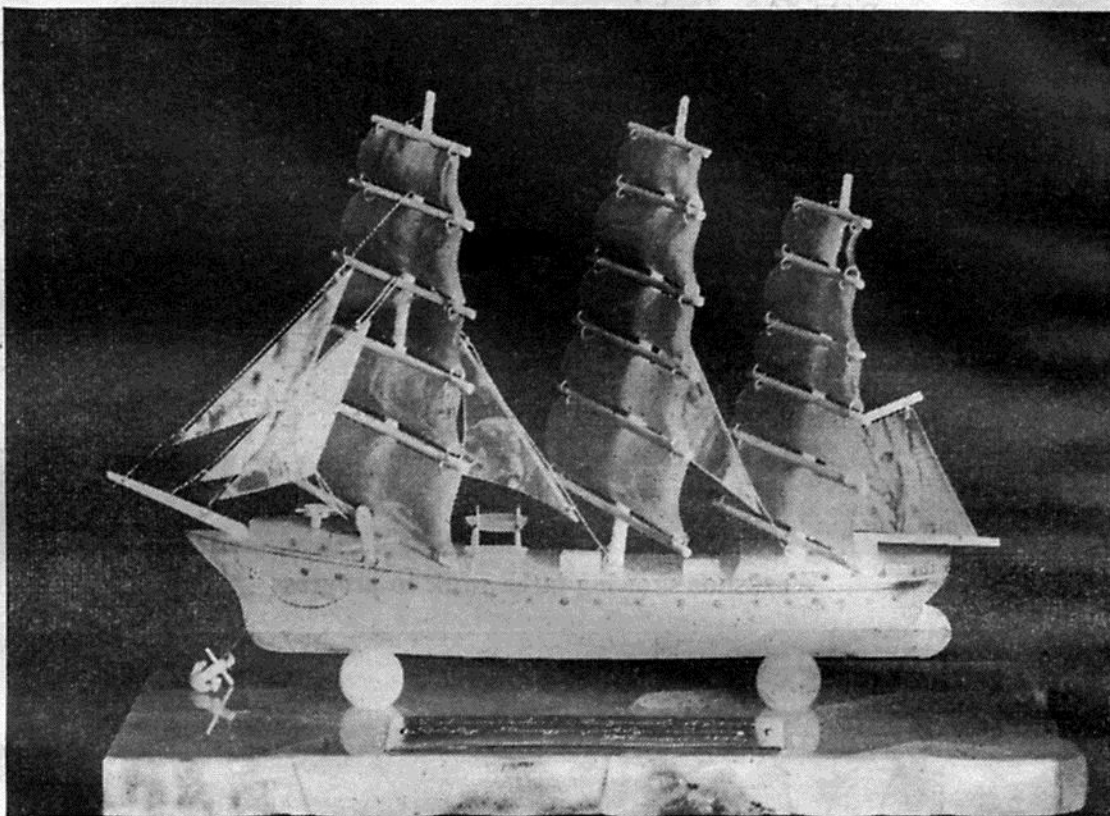
THE NEW term at H.M.S. Caledonia started on Friday, September 9, with many new faces in the wardroom. At the end of last term, the short service commissions of Instr.-Lieuts. Gee Hurst, Bourne and Dixon ended and they were relieved by Instr.-Lieuts. McDowell, Allester, Hassall and Freeman. Instr.-Lieut. Murray left to take up an appointment at Lee-on-Solent. His relief was Lieut.-Cdr. Tomlinson. Instr.-Lieut. Sanders also comes to the end of his short service commission in a few weeks' time. Much to the dismay of the remaining I.O.s., no relief has yet been appointed.

Among the engineer officers who left

were the technical officer, Lieut.-Cdr. Habershon, Lieut. Cameron and Mr. Chipperfield, S.C.O.E. The new technical officer is Lieut.-Cdr. Fenton, and the other new officers are Lieut. Byrom and Mr. Nichols, S.C.O.E.

Lieut. (E) Wilson and Shipwright Lieut.-Cdr. Hill retire from the Navy this term. Lieut. Rockey, deputy supply officer, has been relieved by Lieut. Trotter, and leaves soon for Australia. Mr. Clarke, S.C.O.E., passes on his job to Mr. Cooper, C.O.E., and finally, at the end of the term, Shipwright Lieut. Young leaves to take up another appointment.

## POLISH GIFT TO THE ROYAL NAVY



CAPTAIN LUDWIK Janczyszyn, Senior Officer of the Polish Naval Squadron which visited Portsmouth, called on the Board of Admiralty to present a gift from the Polish Navy to the Royal Navy.

He was received by the Vice-Chief of Naval Staff (Vice-Admiral W. W. Davis, C.B., D.S.O. and Bar) and

handed him a skilfully fashioned model in amber of a fully rigged three-masted sailing ship. The ship is mounted on a mosaic amber base with a silver plate inscribed in Polish—"From the Command of the Navy of the Polish Peoples' Republic, 1955."

Captain Janczyszyn was accompanied by the Polish Naval and Mil-

tary Attache in London (Lieutenant Colonel Sylvester Kazmierski), by his Senior Staff Officer (Lieutenant-Commander Dubiel) and by the Commanding Officer of O.R.P. Burza (Lieutenant-Commander Urbanski).

The Polish Squadron at Portsmouth consisted of O.R.P. Burza and O.R.P. Blyskawica.

## Navy News QUIZ

### QUESTIONS

1. Why is "grog" so called?
2. Which did Nelson first lose, his arm or his eye?
3. What is the height of Nelson's statue in Trafalgar Square, and where may the original cast be seen?
4. Where was the first German magnetic mine recovered?
5. What is a "gumbucket"?
6. Who is sometimes called what Cromwell had on his nose?

ANSWERS ON PAGE 13

## R.N.V.S.R.

### PLYMOUTH S.W.

THE PLYMOUTH S.W. Unit of the R.N.V.S.R. meets on the first Wednesday in each month at the Wardroom, R.N. Barracks, Devonport, at 7 p.m., when supper arrangements are available at a nominal charge. It is usual for a lecturer to be in attendance on each occasion, and widely varied aspects of Naval life and routine are discussed. Visits to ships are arranged when opportunity occurs.

All Officers resident in West Country are welcome as members, and contact should be made with the Hon. Secretary: Lieutenant A. Laxton, R.N.V.S.R., 33 Derry Avenue, Plymouth. (Phone: Plymouth 60930.)

## Back Numbers of Navy News

To those whose sets of

### NAVY NEWS

is incomplete and to new readers who would like copies of past issues.

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## Royal Naval Association

See pages 10 and 11

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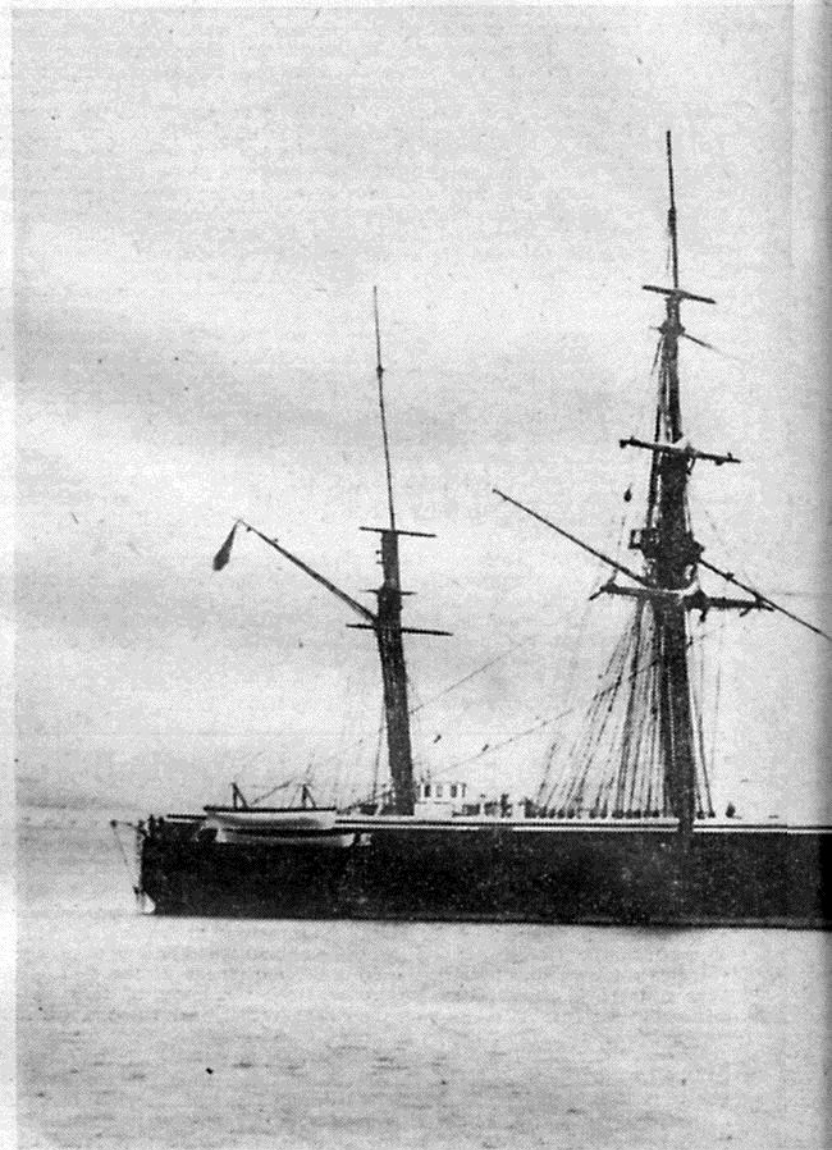


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## Jubilee Year

AS IT was in 1905 that the first five Mechanics joined the Fleet on completion of their training, this year marks the Jubilee Year of one of the most important branches in the modern Navy. How appropriate it is, therefore, that it was in this year that the Board of Admiralty announced its decision to move, in the comparatively near future, the present M.T. & R.E. at Flathouse to the site now occupied by H.M.S. Siskin, so that the White Ensign can fly over a self-administered establishment devoted mainly to the training of Mechanics. Appropriate, too, it is to turn back the pages of history and pause awhile on the events that led to the introduction of this rating.

### 1903

In 1903, the Admiralty decided to introduce the new rate of Mechanician and the reasons given for this action were:

1. To give Stoker ratings the mechanical training adapted to the requirements of the service and to render them more proficient to perform their duties.
2. To provide an ultimate channel of advancement for the Stoker Branch to Warrant Rank.
3. To relieve Engine Room Artificers of a certain amount of watch-keeping duties, it being the intention that the future Mechanics would perform the engine room and stokehold duties now being carried out by Engine Room Artificers.

Until this was announced there was no skilled training available to the Stoker, neither was there any outlet to Officer rank. It was originally intended that Mechanician Candidates should be selected from young and promising Leading Stoker Mechanics and Stoker Mechanics who were prepared to re-engage and whose conduct was V.G. It is interesting to note that in those days the term "Stoker Mechanic" was in use, but the term

"Leading Stoker Mechanic" was in fact a Petty Officer.

### Original Course

The original course was for two years, as at present, but each Port division trained its own candidates in shore workshops where all trades were taught under the guidance of Chief Engine Room Artificers. On completion, trade tests were given and an examination taken in school and engineering subjects.

Successful completion of this course was followed by six weeks sea training in a small ship, where the Mechanics were solely responsible for the running of the ship's machinery. Successful candidates were then rated Acting Mechanician and went to sea for a year's training. This training was carried out in the Fleet, but because of lack of specific instructions, both training and the accommodation provided varied considerably between the ships. At the end of this practical experience the Acting Mechanician had to submit to a grueling test of written and oral questions, lasting upwards of three days. The examination was conducted by the Engineer Captain of the Fleet, who would grant confirmation of the rate of Mechanician to those who were successful. It says much for the quality of the original candidates, that in spite of these difficulties they soon established themselves as a success and gave early proof that the rate of Mechanician had come to stay.

### 1906

In 1906, the training and organisation of the engine room branch was reviewed. The recent advances in

engineering required increased knowledge and ability on the part of the personnel, which in turn demanded a revision of training methods. Part of this reorganisation was a new method of selection of Mechanician Candidate. A Mechanical Training Course was introduced for the Leading Stoker (as he was by this time named) during which all he was taught was one of four trades. On passing out, selected potential Mechanician Candidates were rated Acting Stoker Petty Officer and sent out to a sea-going ship for 18 months. Names of those who were confirmed in this rating and favourably reported on by their Engineer Officer, were forwarded to the Inspecting Captain of Training Establishment. This Officer made the final selection of Mechanician Candidates.

Mechanician Candidates had to be under 28 years of age when they commenced their course. The trade of fitter and turner was included in the syllabus, and the Admiralty became the examining authority. The six-week sea training was abolished, instead on completion of course the successful candidate went to a fully commissioned ship for one year's improvers' time as an Acting Mechanician. On confirmation his rating of Chief Petty Officer made him senior to all Chief Stokers.

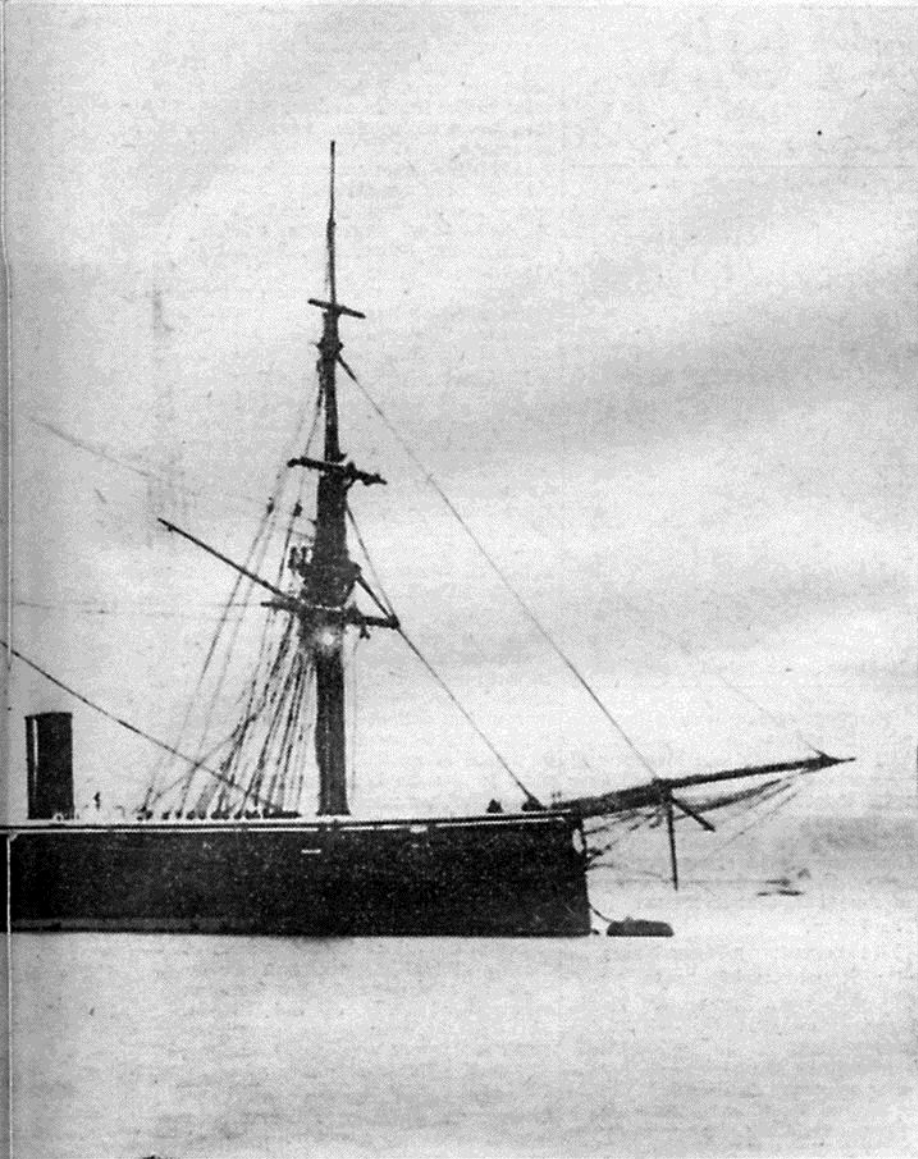
### H.M.S. Indus

At the end of 1906 the training was centralised in H.M.S. Indus at Devonport. Her photograph on this page shows what changes have been made during the fifty years, and one wonders how many of our readers served in her. She continued as the training ship until 1910.

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# E OF THE IAN BRANCH



H.M.S. INDUS

## Warrant Mechanician

In 1910 the first class of Mechanicians qualified to sit for the examination of Warrant Mechanician. Sixteen sat the examination and eleven were successful and five were promoted in November, 1910—the remaining six later. They were thus the first Stokers to become Officers.

### 1918

Training was discontinued during the First World War, but in 1918 a one-year course was started at Chatham, followed by the institution of the usual two years course a year later. Also in 1918 the rate of Chief Mechanician was instituted and in 1919 the Mate(E) Scheme was extended to include the Stoker Branch. Thus the avenue was opened for exceptional Stokers to reach Officer's rank, and many reached the rank of Commander before retirement. In the early 1920's the training was transferred to Devonport.

### 1927

Further changes took place in 1927. The rate of Mechanician was abolished and Mechanician First Class and Mechanician Second Class introduced instead.

As during World War I, so during World War II, the Mechanician proved his worth. Many Chief Mechanicians became "Chiefs" of Corvettes: many were granted Temporary Warrant Rank when they became Engineer Officers of Frigates and similar vessels.

### 1947

The training of the Mechanician was transferred from Devonport to the present site at Flathouse in 1947. The Establishment is under the direct administration of a Captain-in-Charge under the overall command of the Commodore, Royal Naval Barracks. The ratings live in Barracks but work at Flathouse. The few photographs we are able to print give some idea of the scope of the training and the accommodation provided.

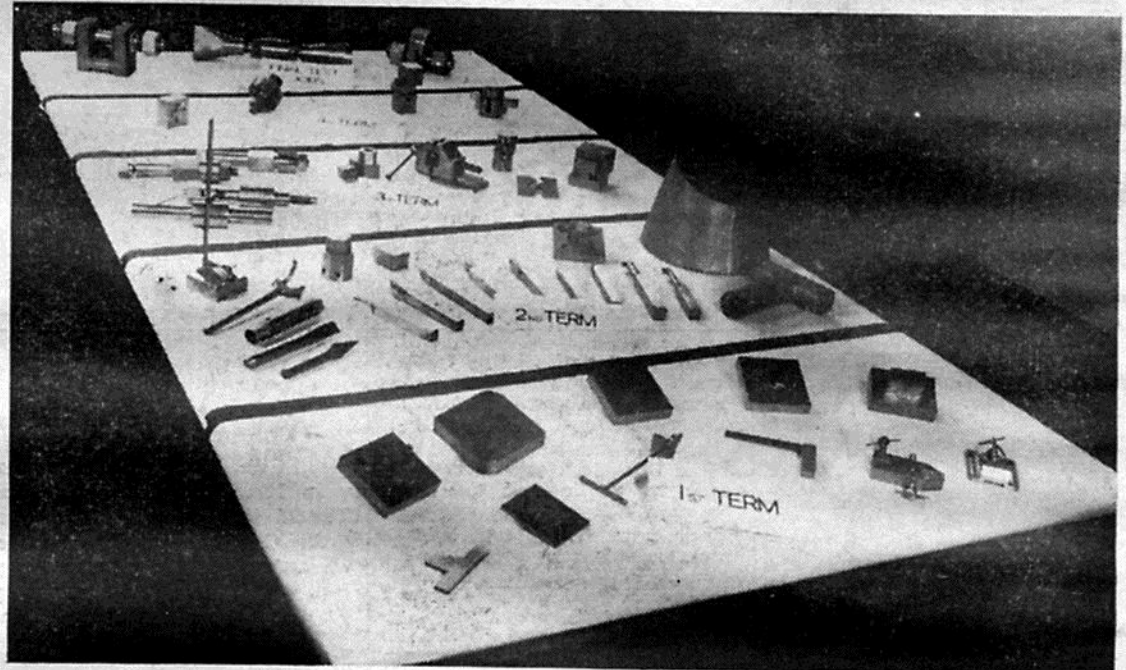
## Mechanical Training Course

At present, provisional selection of Mechanician Candidates is made from those who achieve a percentage of about 70% in the Mechanical Training Course at each Home Port, with not less than 60% in any one subject. During the Mechanical Training Course the rating with the ability to take the Mechanicians' Course becomes "mentally in training," and the emphasis is to bring the man to the Mechanicians' Course as rapidly as possible.

Besides marks in engineering subjects and educational subjects, consideration is also given to a potential candidate's personal qualities as these are most important for a man who has to carry the rates of Petty Officer and Chief Petty Officer. Each potential candidate is interviewed by a Board at the appropriate Mechanical Training Establishment when his suitability in all respects is assessed and provisional selection made.



Class Room



Test Jobs

## Scholastic Syllabus

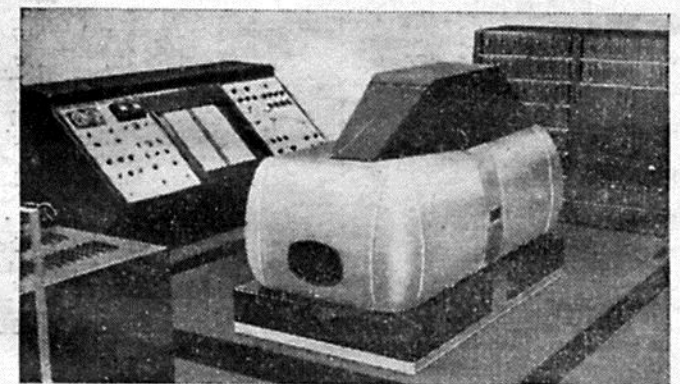
The scholastic syllabus of the course is aimed to bring the Mechanician as near as possible to the standard reached by the Artificer Apprentice. Practical training is slightly shorter in hours though the Trade Tests are comparable with those taken by the Artificer Apprentice. Time is spent in learning to apply the art of the craftsman to the maintenance and repair of modern machinery. Use is made of the ships of the Reserve Fleet at Portsmouth to carry out this training.

## New Training Establishment

For some time it has been realised that the Establishment at Flathouse was not ideal for the purpose. Not being residential the facilities for outside activities were not readily available. Marching to and from the Barracks daily, in all weathers, is not an encouraging accompaniment to an arduous course of training. It is thus gratifying, in this Jubilee Year, to hear that next summer after H.M.S. Siskin has closed down as an Air Station, it will be re-commissioned as a Mechanical Training Establishment. The Mechanicians will then have an excellent Training Establishment. Living accommodation is of a high standard, there is ample room for pleasant workshops and classrooms, whilst recreational facilities are excellent. Space is available for expansion or the development of such hobbies as model aeroplane flying. Altogether, this establishment will be able to provide the facilities the Mechanician deserves. The name for this new Establishment has not yet been decided. What a happy and appropriate choice it would be if it fell upon H.M.S. Indus, for it was in that ship, way back in 1906, that the Mechanician Branch was well and truly launched.

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FOR ON ANY SUBJECT OF NAVAL NEWS OLD AND NEW  
EXPERIENCES—CAN BE OF GREAT INTEREST TO OTHERS



## Message from Chairman of the National Council

Mr. A. G. Legg

IN 1935 there arose a general desire amongst those who had served under the White Ensign for a National Association to be formed which could perpetuate the comradeship which began in the service, which would promote good fellowship and which would foster all that tended to benefit members.

To this end half a dozen or so Naval types arranged a meeting in a certain hostelry in Whitehall. From this meeting emerged an Association under the name of the National Naval Old Comrades Association. This was a completely voluntary organisation; the secretariat was housed in the home of the honorary General Secretary.

This handful of men had an ideal and, despite the very numerous ex-Service associations that abounded, in two years gained Admiralty approval and were honoured by the patronage of the late King George VI.

The name of the Association was then altered to the Royal Naval Old Comrades Association, with Admiral of the Fleet Lord Tovey as President.

By the end of the Second World War there were some hundred branches throughout the country and headquarters had been obtained in Streatham and a paid General Secretary appointed. The Motto of the Association was, and still is—UNITY—LOYALTY—PATRIOTISM—COMRADESHIP, which is the epitome of our ideals.

At the Annual General Meeting of the R.N.O.C.A., held on May 20, 1950, a Motion was carried altering the name to "THE ROYAL NAVAL ASSOCIATION," which alteration was graciously approved by the late King George VI on May 26, 1950.

The Admiralty then appointed a Liaison Officer to the R.N.A. and recognised the R.N.A. as the only National Naval Association.

Admiral of the Fleet Sir John Cunningham succeeded Lord Tovey as President of the Association.

It was soon evident that The Royal Naval Association had now become, with considerable assistance from the Admiralty and an enormous amount of hard work by the General Secretary and his staff, one of the foremost Associations in the country. So much so, that Her Majesty Queen Elizabeth II was graciously pleased to grant The Royal Naval Association a Charter of Incorporation in 1954.

At the time of writing, the membership has more than doubled since 1950, with some 300 branches throughout the British Isles and branches in Japan, Rhodesia and Cape Town.

The foregoing is but a brief history of this great Association.

### Administration of the Royal Naval Association

The governing body of The Royal Naval Association is its National Council which consists of The President, Admiral of the Fleet Sir John Cunningham, Deputy President, Admiral The Earl Mountbatten of Burma, twelve Vice-Presidents who are appointed by the National Council, Honorary General Treasurer, and thirteen Members elected by the Members of the respective Areas. There are also an Honorary Consulting Surgeon, an Honorary Solicitor, and Honorary Musical Director.

Chaplain of the Fleet, The Very Reverend Thomas Crick, Dean of Rochester, is Chaplain of The Royal Naval Association.

Membership of The Royal Naval Association is open to all past and present members of Her Majesty's Royal Naval and Royal Marines, their Reserves and Members of the W.R.N.S. and Nursing Sisters. Each of these categories is normally represented on the roll of Vice-Presidents.

The annual subscription is 5/6 per Member, payable either on December 31 or June 30.

The thirteen Areas elect their own Officers and receive a capitation of 6d. per Member, to enable them to further the interests of the R.N.A. within their Areas.

The National Council elects the following committees to carry out the business of the Association:

- (i) Management Committee.
- (ii) Finance Committee.
- (iii) Social and Ceremonial Committee.
- (iv) Alec Madden Fund Committee (this committee deals with loans to Branches).
- (v) Pensions Committee.



# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen



President, council and delegates after morning session of annual conference in Durham on July 23, 1955

The Secretariat consists of the General Secretary and three Clerical Assistants, one of whom is the General Secretary's Personal Assistant.

The Headquarters, at present situated in Streatham, will shortly be transferred to Lower Sloane Street, London, S.W.1.

Each year the R.N.A. holds a Parade and lays a wreath on the Cenotaph in Whitehall in the afternoon, which is followed by a Reunion in the evening. This annual pilgrimage is undertaken by hundreds of the members from Branches as far distant as Plymouth in the south-west to Edinburgh; from Newcastle to Tenby; from Liverpool to Rye.

The Annual Conference of The Royal Naval Association is held in rotation in London Area; in the southern part of England and in the north.

Further articles will appear from time to time in this periodical, and will deal in detail with each aspect of The Royal Naval Association.

If this very brief history interests anyone who is not a member, please write to the General Secretary, The Royal Naval Association, 43 Lewin Road, London, S.W.16.

If you are not a member, will you strengthen the Association by joining and thus augment its power for good in furthering the interest of Members.

To quote Admiral of the Fleet Lord Tovey (Past President): "We should dedicate ourselves to achieve those ideals for which we have fought and our friends have died"—UNITY—LOYALTY—PATRIOTISM—COMRADESHIP.

A. G. LEGG,

Chairman of National Council.

## From the General Secretary

THIS IS the first issue of the PORTSMOUTH NAVY NEWS since it became "The Official Newspaper of the PORTSMOUTH COMMAND AND THE ROYAL NAVAL ASSOCIATION."

All Members of the Association will now be aware of the details in the Presidential Address to Conference, wherein Admiral of the Fleet Sir John Cunningham outlined the amalgamation which has now taken place between the PORTSMOUTH NAVY NEWS and the official Journal of the R.N.A.

For years the National Council of this Association has striven to bring about a position whereby Members may be kept well informed of current events within the Navy and Serving Personnel, who have not yet joined us, may be kept in touch with the activities of The Royal Naval Association.

It will be obvious to all, that this desirable state of affairs has now been accomplished.

The National Council has asked me to say that they hope every Member of the Association will become a regular subscriber to this newspaper, and thus help to assure the publication of the success which it undoubtedly deserves.

Naturally, the complete success of the venture will rest, finally, on Area and Branch correspondents supplying, to the Editor, lively information about their activities; but it should be emphasized that information sent to the Editor should be of a National interest rather than a purely local interest, as thousands of Serving Personnel, not

yet Members of the Association, are regular subscribers to the paper.

As I have already told Members of the Association, the R.N.A. will have two full pages in eight monthly editions per year, and four pages in four monthly editions per year.

The price of the newspaper is 3d. per copy, and Branch orders and payment should be sent direct to:

The Editor,

THE PORTSMOUTH NAVY NEWS,  
Royal Naval Barracks,

Portsmouth, Hants.

Literary material for publication should be sent to the same address, not later than the eighteenth of the month preceding publication.

Individual Members of the Association may have their own copies of the paper sent direct to their homes, each month, by forwarding their name and address, together with an annual postal order for 4/6, to the General Secretary of The Royal Naval Association.

While it will not be possible to publish Branch Notes in exactly the same form as was done in the old LOOKOUT, it is hoped to establish perhaps one or two columns of Area and Branch activities and a column of coming events around the Kingdom.

Among other items which it is hoped to establish will be an "Old Ships" column through which Members will be able to contact shipmates with whom they have served at different times and in different parts of the world.

The Editor tells me that he proposes to make a special feature of one Branch in each issue and, for this purpose, he will build his story around the most interesting material which he receives.

Continued in column 5

## From the Editor

I HAVE expressed in my main Editorial a welcome to The Royal Naval Association from the readers of NAVY NEWS. As a keen Member of the Association myself, I feel that the amalgamation will be of great benefit, and be a means of giving news of the Navy to those who have retired, and news of the Association to the Navy.

It has been agreed that the Royal Naval Association shall have four pages of the newspaper in four issues, and two pages for the remaining eight issues per year. It will be seen that space will be limited, and should therefore be used to the best possible advantage.

In this first issue, we publish a complete list of Branches, giving the dates and places of their Meetings. I feel this will be of tremendous publicity value to the Association, throughout the Navy.

The type of news I visualise in these pages will vary from month to month, but it is my intention to publish something of the following:—

1. Headquarters news—and articles of special interest to the Association.
2. Area news—to which all Secretaries will be invited to contribute.
3. Branch news—it will be readily appreciated that there will not be the space available as in the "Lookout." It is, however, an important feature and I should very much like to publish a limited selection of news from the various Branches.

4. Future events—it is always an important thing to emphasise the future rather than the past, and I hope to publish a column of all the events happening in the following month throughout the Association. Branch Secretaries are invited to send in details of special events, Meetings, etc., to be held in the following month, but are also requested to have the material in my hands by the 21st of the preceding month. It is appreciated that this column will have a tremendous advertising effect.

5. Old Ships—there are many men, serving and retired, who would like to renew old friendships. Members of the Royal Naval Association are invited to contribute to this column, asking for details of old friends. Through the medium of the newspaper it is hoped that many Old Ships will make contact with each other.

Lastly—Focus on a particular Branch. In place of much of the Branch news, it is my intention to take a different Branch of the Association each month—to publish the story of its growth, and a photograph. This column will feature Branches from various parts of the country, and as a beginning, I shall publish an article on Redruth in the November issue.

It is desired to emphasise that the Members of the Royal Naval Association, through their Branch Secretaries, can help in making the R.N.A. Section of the paper really worth while. I rely upon the Branch Secretaries for information of their activities, and most sincerely welcome their contributions. It may not be possible to use all copy sent in, but each contribution will be carefully considered and used wherever possible.

As your Editor, I shall be glad to receive any suggestion whereby we can make these pages alive and interesting, and not only of value to the Association, but to the Navy itself.

Continued from column 4

As, no doubt, the Editor will be talking to you in this issue, I do not propose to anticipate, further, anything which he may say on the various items which it is proposed to include in future editions of the paper.

I will say, however, for the benefit of every reader, that The Royal Naval Association will give complete co-operation and support to an Editorial Board which is doing such a magnificent job as the one controlling the PORTSMOUTH NAVY NEWS.

I feel that it may not come amiss if I, as the General Secretary of The Royal Naval Association, point out to all Serving Personnel that membership of the Association is open to them in exactly the same way as it is open to those who have now retired from the Royal Navy.

Although we have many Serving Members, including very Senior Officers, it does not appear to be generally known that those still serving are eligible for membership.

Full details about membership may be obtained either from the Editor of this paper or from the Headquarters of the Association.

In conclusion may I, on behalf of my President, Vice-Presidents, National Council and Members, offer greetings and best wishes to every reader of this paper.



Chairman, President, Mayor of Durham, County Recorder, Town Clerk of Durham and Admiralty Liaison Officer at march past after annual conference in Durham, July 23, 1955



# Royal Naval Association

There is a branch in your home town. Keep this page for reference and visit it when on leave

## AREA No. 1

### LONDON AND MIDDLESEX

ASHFORD (MIDDX.)—The "District Arms," Woodthorpe Road, Ashford. Sat., 8 p.m.  
BARKING—The Fishing Smack, Abbey Road, 8 p.m. Alternate Fridays.  
BATTERSEA—R.N.A. Club, 122 Battersea High Street, London, S.W.11. Last Tuesday in month.  
BRENTFORD & CHISWICK—British Legion Club, Boston Manor Road, Brentford. Fri. at 8.30 p.m.  
CAMBERWELL—Grove House Tavern (Camberwell), Grove Lane, London, S.E.5. Fri. 8.30 p.m.  
EDGWARE—The Flying Eagle, Mollison Way, 11.30 a.m. 1st and 3rd Sunday.  
EDMONTON—William IV. 8.30 p.m.  
ENFIELD—"White Hart," Ponders End. 8 p.m.  
FINCHLEY—Finchley United Services Club, Ltd. 8.30 p.m.  
FINSBURY—Northampton Arms, Goswell Road, London, E.C.1. 1st Sunday 11 a.m. and then Mondays 8 p.m.  
FULHAM—Black Bull, Fulham Road, London, S.W.10. Friday 8.30 p.m.  
GREENWICH—North Pole, Greenwich High Road, London, S.E.10. 1st and 3rd Saturday 8 p.m. 1st Sunday midday.  
HAMPTON—The "Windmill," Windmill Road, Hampton Hill. 8 p.m. 1st and 3rd Tuesday of each month.  
HANWORTH ST. GEORGES—Castle Villa, Uxbridge Road, Hanworth. Each Day 7 p.m.—10.30 p.m. Sunday 12 noon to 2 p.m.  
HENDON CENTRAL—Midland Arms, Church Road, Hendon, N.W.4. 8.30 p.m. 1st, 2nd and 3rd Wednesday.  
HOUSLOW—Railway Hotel, Whitton Road, Houslow. Fri., 8 p.m.  
ISLINGTON—Railway Hotel, 472 Hornsey Road, London, N.19. Alternate Mondays 8 p.m.  
KINGSBURY & KENTON—Rest Hotel, Kenton. 11 a.m. 3rd Sunday of month.  
LEWISHAM—10 Belmont Hill, Lewisham, London, S.E.19. 3rd Wednesday 8 p.m.  
LONDON CENTRAL—"Rising Sun," Carter Lane, London, E.C.4. 7.30 p.m. 3rd Friday.  
LONDON, N.W.—Prince of Wales Hotel, Bishop's Bridge Road, London, W.2. 1st Wednesday, every month 8 p.m.  
LONDON, S.W.—The Hope & Anchor Hotel, 123 Acre Lane, Brixton, London, S.W.2. Every 2nd and 4th Tuesday of the month at 8 p.m.  
LONDON, S.E.—The Grange Tavern, Grange Road, Bermondsey, London, S.E. 1st and 3rd Wednesday 8 p.m.  
REGENT'S PARK & HAMPSTEAD—Ye Olde Mother Red Cap, Camden Town, N.W.1. 2nd and 4th Tuesday, 8.30 p.m.  
SOUTHALL—The White Hart Hotel, Uxbridge Road, Southall. Every Monday, 8 p.m.  
STAINES—The "Three Tuns," 8 p.m. 1st Friday in the month.  
STANMORE & ELSTREE—The "Leather Bottle," Stone Grove, Edgware, 8 p.m. Every other Friday.  
TWICKENHAM—Crown Hotel, Richmond Road, Twickenham. Every Friday, 8 p.m.  
UXBRIDGE—Old Crown and Treaty House, Tuesdays 8 p.m.  
WEMBLEY & WEALDSTONE—Marquis of Granby, Harrow. 8 p.m.  
WEST HAM—"The Cedars," Portway, E.15.  
WESTMINSTER—The "Two Chairmen," Dartmouth Street, Tothill Street, London, S.W.1. 3rd Tuesday each month at 7.30 p.m.  
WILLESDEN—The Rising Sun, Harlesden Road, London, N.W.10. 1st and 3rd Mondays, 2nd and 4th Wednesdays, 8.30 p.m.  
WIMBLEDON—The Castle, Church Road, Wimbledon Hill, S.W.19. Alternate Fridays 8.15 p.m.  
WOOD GREEN & SOUTHWICK—The Nightingale Hotel, 349 High Road, Wood Green, London, N.22. Wed., 8.30 p.m.  
WOOLWICH—"Brewery Tap," Lakeland Road, London, S.E.18. Every Fri., 8.30 p.m.

## AREA No. 2

### KENT AND SURREY

ADDLESTONE—The Holly Tree, Addlestone. 1st Thurs., 8 p.m.  
ASHFORD (KENT)—Wellness Hotel. 2nd and 4th Fri., 7.30 p.m.  
ASH WITH SANDWICH—Chequers Inn, Ash. 1st Fri., 8 p.m.  
BEXLEYHEATH—Broadway Club. 2nd Fri., 8 p.m.  
BROADSTAIRS & ST. PETERS—The Rose Inn. 8 p.m. 3rd Wed., in month.  
BROMLEY—R.N. Club, 242 Bromley High Street, Bromley, Kent. 8 p.m. 2nd Wed. in each quarter.  
CANTERBURY—The Dolphin Mess, St. Radigand's Street. 1st and 3rd Sun., 7.30 p.m.  
CATERHAM—Admiral Sir Wilbraham T. R. Ford, K.C., K.B.E.  
CHATHAM—R.N. Association, Chatham Branch Headquarters, 209 Luton Road, Chatham. Kent. 7.30 p.m. 2nd and 4th Thurs.  
CHEAM & WORCESTER PARK—Cheam Social Club, Church-Hill Road. 8 p.m.  
CRANBROOK—Windmill Inn. 1st Wed., 7.30 p.m.  
CROYDON—Armoury, Mitcham Road Barracks. 1st Wed. each month.  
DARTFORD—Rose and Crown, West Hill. 1st Thurs., 8 p.m.  
DORKING—Imperial Services Club, West Street, Dorking, Surrey. 2nd Thurs. in month. 8.15 p.m.  
DOVER—St. John Falstaff Inn. 7.30 p.m. 2nd and 4th Fri.  
EPSOM—"The Magpie," 30 South Street, Epsom, Surrey. 2nd and 4th Fri. 8.15 p.m.  
ERITH & BELVEDERE—The Duchess of Kent, Brook Street, Erith. 1st and 3rd Fri., 8.30 p.m.  
FARNHAM—Railway Hotel, 1st Mon. 8 p.m.  
FAVERSHAM—Market Inn, East Street, Social Evening every 3rd Wed. in the month at 8 p.m. Meeting night, 1st Wed. in each month 8 p.m.  
FOLKESTONE & HYTHE—Guildhall Hotel, 1st Fri. in month, 7.30 p.m.  
GILLINGHAM—Ghuznee Fort Hotel, Saunders Street, 1st and 3rd Fri., 7.30 p.m.  
GODALMING—Godalming Naval Club, Broadwater Hotel, Godalming, 8 p.m. 1st Thurs. in month.  
GRAVESEND—The Waterloo, Wellington Street, Gravesend, 7.30 p.m. 1st Mon. in month.  
GUILDFORD—The Stoke Hotel, Guildford, Surrey. 1st and 3rd Fri. each month 8 p.m.  
HALLING—Five Bells, Halling, 7.30 p.m. every 2nd and 4th Fri. of the month.

HASLEMERE—Crown & Cushion, 2nd and 4th Fri., 7.30 p.m.  
HERSHAM & WALTON—United Social & Residential Club, Junction of Sidney Road, Rydens Avenue, Walton. 8 p.m. 2nd Fri.  
HORLEY—"White Swan," 8 p.m. 2nd and 4th Fri.  
KINGSTON ON THAMES—Kingston Social Club, East Road, Kingston on Thames. Every Fri., 8 p.m.  
LYDD & DUNGENESS—Rising Sun, New Street, Lydd, Kent. 2nd and 4th Fri., at 7.30 p.m.  
MAIDSTONE—Ex-Services Club, Ashford Road, Maidstone. 7.30 p.m. Alternate Mon.  
MARGATE—49 Hawley Square, Margate. 2nd Tues., 7.30 p.m.  
MOLESEY—Cannon Hotel Club Room, High Street, W. Molesey, Every Thurs., 8 p.m.  
NEW ROMNEY—Ship Hotel, New Romney. 7.30 p.m. 1st Fri.  
PURLEY—Jolly Farmers, Purley. 3rd Fri., of each month, 8.30 p.m.  
RAMSGATE—Falstaff Inn, Addington Street. 8 p.m.  
REIGATE—Railway Inn, Earlswood, Redhill, Surrey. 3rd Mon., 8 p.m.  
SHERBESSNE—Britannia Hotel. 1st Wed., 7.30 p.m.  
SIDCUP—Station Hotel. 7 p.m. 1st and 3rd Sun., in month.  
SITTINGBOURNE—The Ship Inn, East Street, Sittingbourne. 7.30 p.m. 1st and 3rd Fri. in each month.  
TONBRIDGE—The Castle Hotel, Tonbridge, Kent. 1st and 3rd Wed. each month at 8 p.m.  
TUNBRIDGE WELLS—Constitutional Club, 1st and 3rd Wed., 7.30 p.m.  
WELLING—Falconwood Club, Falconwood Avenue, 8 p.m. 1st Thurs., and 11 a.m. 3rd Sun., each month.

## AREA No. 3

### HANTS, SUSSEX, ISLE OF WIGHT AND WILTS

ALDERSHOT—"Beehive," High Street, Aldershot. 8 p.m. 4th Thurs. each month.  
ALTON—The White Hart Hotel, Holybourne, Alton, Hants. 8 p.m.  
ANDOVER—Globe Hotel, High Street. 2nd Fri., 7.30 p.m.  
BATTLE—Railway Hotel, Battle. 7.45 p.m. 1st Fri.  
BOGNOR REGIS—The Orlando, High Street. Mon., 8 p.m.  
BOURNEMOUTH—"The Pembroke Shades," West Hill, Bournemouth, 8 p.m.  
BRIGHTON & HOVE—R.N.A. Social Club, 191-193 Kings Road Arches, Brighton 1. 1st and 3rd Fri., in each month, 8 p.m.  
CAMBERLEY—Crown Hotel. 1st Wed., 8 p.m.  
CHICHESTER—Wagon and Horses, St. Pauls Road, 8 p.m. 1st and 3rd Tues.  
CRAWLEY—Railway Hotel, Crawley, 8 p.m. 1st Thurs. in month.  
DEVIZES—Three Crowns, Hotel Maryport Street, 8 p.m.  
EASTBOURNE—R.N.O.C. Club, 16 Beech Road. 1st Fri., 8 p.m.  
EAST GRINSTEAD—Crown Hotel, 2nd and 4th Wed., 8 p.m.  
EASTLEIGH—Crown Hotel, 8 p.m.  
FAIRHAM—Golden Lion, 1st Wed. in month, 8 p.m.  
GOSPORT—Gosport Branch Headquarters, Fareham Road, Gosport, Hants. (Open every day). 8 p.m. every other Wed. (Business.)  
HASTINGS & ST. LEONARDS—Clarence Hotel, Hastings. 7 p.m. 1st Sat. in month.  
HAVANT—Hearts of Oak. 1st Tues., and 3rd Sat., 8 p.m.  
HAYLING ISLAND—Solent Club, Eastoke Corner, 2nd Mon., 8 p.m.  
ISLE OF WIGHT—The Albany Hotel, Ryde, Isle of Wight, 3rd Fri., 8 p.m.  
LANCING—The R.N.A. Club, Tower Road, Lancing, Sussex. Open every evening.  
LEWES—Elephant and Castle Hotel, 8 p.m. 2nd and 4th Fri.  
LITTLEHAMPTON—United Services Club, Maltravers Road. 1st Wed.  
NEWHAVEN—R.N.V.R. Battery, Bridge Street, Newhaven. Alternate Fri., 8 p.m.  
PATCHAM—Wilmington Hotel. 1st Wed. and 3rd Thurs., 8 p.m.  
PORTSLADE & SOUTHWICK—Kings Head, Fishergate, 7.30 p.m.  
PORTSMOUTH—R.N. Recreation Ground, Pitt Street, Portsmouth. 1st and 3rd Wed. in each month, 7.30 p.m.  
RYE—Crown Hotel, 7.30 p.m.  
SALISBURY—Star Inn, Brown Street. 1st Thurs., 8 p.m.  
SOUTHAMPTON—Carlton Drill Hall, Carlton Place. 8 p.m., 2nd Tues.  
WINCHESTER—Castle Hotel, Sussex Street, Winchester, Hants. 1st Fri. in each month.  
WORTHING—Buckingham Club, Buckingham Road, Worthing, Sussex. 7.45 p.m. 2nd Fri., of month.

## AREA No. 4

### DORSET, SOMERSET, DEVON, CORNWALL AND CHANNEL ISLES

BLANDFORD—The Farquharson Arms, Pimperne, Blandford, Dorset. 8 p.m.  
BRIDPORT—"Seven Stars" Hotel, Bridport, Dorset. 7.30 p.m. 1st Fri. in month.  
BRISTOL—Old Duke, Queen Street, Bristol. 7.45 p.m. last Fri. of each month.  
BRUXHAM—Parkham Wood Hotel. 1st and 3rd Thurs. 8 p.m.  
FALMOUTH—Marine Hotel, Falmouth, Cornwall. 7.30 p.m.—8 p.m.  
FROME—British Legion Club, Batt Street, Frome. 7.30 p.m., 1st Fri. in each month.  
JERSEY—Victoria Hotel, Minden Place, 8.15 p.m. 1st Fri.  
PLYMOUTH—County Block East, Granby Barracks, Devonport. General Meetings, 2nd Tues. of each month.  
REDRUTH & CAMBORNE—Railway Hotel, Redruth, Cornwall. Alternate Thurs. 8 p.m.  
ST. AUSTELL—Duke of Cornwall. Last Wed. 7.30 p.m.  
SHERBORNE (DORSET)—Mitre Inn, 7.30 p.m. Last Tues.  
SOUTH MOLTON—King's Arms. 8.15 p.m., 3rd Thurs.  
TEIGNMOUTH—The Talbot Hotel, Teignmouth, Devon. 7.30 p.m.  
TORBAY—Royal Oak Hotel, Union Street. 7.30 p.m. 1st Fri. in the month.  
TORRINGTON—Black Horse Hotel. 8 p.m. 3rd Fri.  
TRURO—Swan Hotel, Kenwyn Street, Truro. 4th Fri. at 7.30 p.m.  
YEovil—Coronation Hotel, Middle Street, Yeovil. 1st Thurs. 8 p.m. monthly.

## AREA No. 5

### ESSEX, SUFFOLK, NORFOLK AND CAMBRIDGE

ALDEBURGH—The Loft, Railway Hotel, Tues., Fortnightly 7.30 p.m.  
BRAintree—Kings Head, "Bocking." 8 p.m. 1st and 3rd Fri.  
CHELMSFORD—Old Fellows Hall (Legg Street). 2nd and 4th Fri. 7.30 p.m.  
CLACTON-ON-SEA—Comrades Club, Old Road. 8 p.m.  
COLCHESTER—Assembly Rooms, Headgate, Colchester. 7.45 p.m.  
DAGENHAM—Church Elm, Heathway, Sun. 11 a.m.  
FELIXSTOWE—Falcon Inn, Walton, Felixstowe, Suffolk. 4th Fri. 8 p.m.  
FORBING—Corringham Social Club, Last Mon. 1st Fri. 8 p.m.  
ILFORD—Valentine Hotel, Gantes Hill, Ilford. 2nd and 4th Mon. 8.15 p.m.  
IPSWICH—The British Legion Club, Ipswich. 8 p.m. 2nd and 4th Tues.  
LOWESTOFT—Crown Hotel, Every Fri. 8 p.m.  
MARCH—George and Star. 7.30 p.m.  
NORWICH—R.N.V.A. Club, 9 Princes Street, Norwich, Suffolk. 3rd Thurs. 8 p.m.  
ROMFORD & HORNCHURCH—Kingswood Club, Hornchurch, Essex. 8.30 p.m. 2nd Fri. each month.  
SAWTON (CAMBS.)—The Cross Keys. 7.15 p.m. 2nd Sat.  
SHERINGHAM—Tyneside Club. 1st Fri.  
SHOEBURYNESSE—Shoeburyneis Hotel, 7.45 p.m.  
SOUTHEND-ON-SEA—White Ensign Club, 4 Boston Avenue, Southend-on-Sea. 8 p.m. Each Fri.  
GREAT YARMOUTH & GORLESTONE—88-89 High Street. 1st Fri.

## AREA No. 6

### BEDS, BUCKS, OXFORDSHIRE, HERTS, HUNTS AND BERKS

ALDERMASTON—The Butt Inn, Every 3rd Mon. 8.15 p.m.  
AYLESBURY—Aylesbury Ex-Services Club. 7.30 p.m.  
BASINGSTOKE—Petman's Yard. 4th Mon. in each month.  
BEDFORD—United Services Club, 2a Howard Street, 8 p.m.  
BICESTER—Star Inn, Bicester. 2nd Wed. 8 p.m.  
BISHOP'S STORTFORD—The Reindeer Hotel. 8 p.m.  
BUCKINGHAM—The New Inn, Bridge Street. 7.30 p.m. alternate Tues.  
CHESHAM & AMERSHAM—British Legion, Broad Street. 8 p.m.  
CROWTHORNE—Crowthorne Inn. 8.30 p.m.  
HATFIELD—"One Bell," Hatfield. 8 p.m. every 1st and 3rd Tues.  
HERTS.—White Hart Hotel, Hertford. 7.30 p.m.  
HIGH WYCOMBE—Coach and Horses, Easton Street. 1st Fri. in month.  
LEY VALLEY—The George Inn, Cheshunt. 8 p.m. 1st Mon.  
MAIDENHEAD—Swan Hotel. 1st Fri. 8 p.m.  
NEWBURY—Coopers Arms Hotel. 7.45 p.m.  
READING—"Butcher's Arms." Alternate Thurs. 8 p.m.  
ROYSTON—The White Bear. 1st Wed. in month 8 p.m.  
SLOUGH—Slough Naval Club. 8 p.m. 1st and 3rd Mon.  
THAME—Four Horse Shoes Hotel. 2nd Wed. in month 8 p.m.  
WELWYN GARDEN CITY—Peartree Inn, Hollybush Lane. 1st Fri. in month 8 p.m.  
WITNEY—Fleece Hotel. Monthly, Fri. 8 p.m.

## AREA No. 7

### GLOUCESTER, WORCESTER, HEREFORD AND SOUTH WALES

ABERYSTWYTH—The Royal Naval Association Club, Weekdays 2 p.m. to 5 p.m., 7 p.m. to 10 p.m. Sun. 12 noon to 2 p.m., 7 p.m. to 10 p.m.  
CARDIFF—Tennis Court Hotel. Every Fri. at 7.30 p.m.  
CHELTENHAM—United Services Club, Cheltenham. 1st and 3rd Thurs. 8 p.m.  
FERNDALE—Commercial Hotel, Ferndale. 7 p.m. Fortnightly on a Wed.  
GLOUCESTER—Royal Naval Club, Barton Street, Glos. Quarterly General Meeting. Jan., April, July and October. 1st Thurs. 8 p.m.  
MALVERN—T.A. Centre, Clarence Road, 8 p.m. 3rd Thurs.  
MERTHYR TYDFIL—The Dynevor Arms, Georgetown, Merthyr Tydfil. 7.30 p.m. every Fri.  
NEWPORT—R.A.F. Club, High Street. Last Fri. each month 7.45 p.m.  
PEMBROKE DOCK—White Hart Hotel. 7.30 p.m. 1st and 3rd Fri. in month.  
PONTILANFRITH—Junction Hotel. 2nd and 3rd Fri. 7.30 p.m.  
RHONDDA—New Inn, Ton Pentre. Fri. 8 p.m.  
STROUD—Kings Arms, Stroud. 8 p.m. Wed. (Fortnightly).  
TENBY—Sun Inn, High Street. 8 p.m.  
WORCESTER—Royal Naval Club, Farrier Street. 8 p.m.

## AREA No. 8

### WARWICK, STAFFS, NORTHANTS, SHROPSHIRE, LEICESTER AND RUTLAND

BIRMINGHAM CENTRAL—The Old Contemptible, Edmond Street. 8 p.m. 2nd Fri. in month.  
BLOXWICH—Bulls Head, Park Road, Bloxwich. 2nd and 4th Fri. 8 p.m.  
COVENTRY—Royal Warwickshire Regt. O.C. Club, Priory Street, Coventry. 8 p.m. Wed.  
HINCKLEY—Greyhound Inn (Hinckley). Every 3rd Fri.  
KIDDERMINSTER—Boars Head Hotel, Worcester Street, Kidderminster, Worcs. 8 p.m. 1st and 3rd Fri.  
ROYAL LEAMINGTON SPA—Golden Lion, Regent Street. 1st and 3rd Fri. each month.  
NUNEATON—The Bull Hotel, Market Place, Nuneaton. 1st, 2nd and 4th Fri. 8 p.m.  
SHEPHERD—Crown Hotel, Market Place, Shepshed, nr. Loughboro' (Leics.). Last Fri. monthly 8 p.m.  
SHREWSBURY—Old Post Office Inn, Milk Street, Shrewsbury. 8 p.m.  
WARWICK—The Volunteer Inn, Smith Street. 8 p.m. 3rd Sat. of the month.  
OLDBURY—The George & Dragon, Halesowen Street, Oldbury, nr. Birmingham. Fri. 8 p.m.

WEST BROMWICH—Leopard Inn, Moor Street 8 p.m. Alternate Wed.  
WOLVERHAMPTON—Ring-o-Bells, Dudley Road, Wolverhampton. 1st Wed. of month, 8 p.m.

## AREA No. 9

### DERBYSHIRE, LINGS AND NOTTS

BOSTON—New Drill Hall, Mainridge. 1st Fri. 8 p.m.  
CHESTERFIELD—"Black Bull" Inn. 8 p.m.  
CLEETHORPES—Sea Scouts Headquarters. 1st and 3rd Thurs. in each month. 7.30 to 10 p.m.  
GAINSBOROUGH—Horse and Groom. Fortnightly on Tues.  
GRANTHAM—British Legion Club, Castlegate. 1st Fri. each month at 8 p.m.  
GRIMSBY—The British Legion, Bull Ring. Last Fri. each month 8 p.m.  
ILKESTON—Liberal Club, Ilkeston. Fri. 7.30 p.m., Sun. 11 a.m.  
LANGLEY MILL—Haig House, Station Road, Langley Mill. 7.30 p.m. 3rd Fri. of each month.  
LINCOLN—Cattle Market Hotel, Wed. nights.  
LONG EATON—New Inn, Tamworth Road. Long Eaton. 8 p.m. 1st Mon. in month.  
MELTON MOWBRAY—The Golden Fleece. 1st Wed. 7.30 p.m.  
NEWARK—The Newark Arms, Appleton Gate. The last Sat. in the month, 6.30 p.m.  
NOTTINGHAM—Bowling Green Hotel, Canal Street, Nottingham. 7.45 p.m. 3rd Tues. 7.45 p.m. every Fri.  
OAKHAM—King's Head, Oakham. 8 p.m. Alternate Sat.  
RETFORD—Northern Inn, Cobwell Road. Alternate Thurs. 7.30 p.m.  
SCUNTHORPE—"Comet" Hotel, Scunthorpe. 7.45 p.m. 1st and last Thurs. each month.  
SKEGNESS—Lunley Hotel. 1st Wed. 8 p.m.  
WHITWELL—Boot & Shoe Inn. 1st Sun. in each month at 11 a.m.

## AREA No. 10

### LANCS, CHESHIRE, WESTMORLAND, ISLE OF MAN, CUMBERLAND AND NORTH WALES

ASHTON-UNDER-LYNE—"Highland Laddie," 27 Old Street, Ashton-under-Lyne. Tues. 8 p.m.  
BIRKENHEAD & WALLASEY—Egremont Ferry Buildings, Wallasey, Cheshire. 1st Fri. each month 8 p.m.  
BLACKPOOL AND FYLDE—Railway Hotel, Talbot Road, Blackpool. 8 p.m. 1st and 3rd Wed. in each month.  
BURNLEY—Crown Hotel, Bridge Street, Burnley, Lancs. Every 3rd Thurs. at 8 p.m.  
BURY—Royal Oak Hotel, Parsons Lane, Bury. Every Wed. 8 p.m.  
CAERNARVON—Royal Hotel, 1st Mon. 7.30 p.m.  
BORO OF CROSBY—Scarf Club, 5 Church Road, Waterloo. Every evening at 7.30 p.m.  
DEESIDE—"Plough Inn," Aston, Hawarden, nr. Chester. 3rd Sat. 7.30 p.m. every month.  
DENTON—The Fletchers Arms, Stockport Road, Denton. 1st and 3rd Mon. 8 p.m.  
HEYWOOD—"The Railway Hotel," 8 p.m. Last Wed. every month.  
ISLE OF MAN—Athol Hotel, Douglas. 7.30 p.m. Fri., December.  
KENDAL—Dun Horse Hotel, 8 p.m. 1st and 3rd Fri.  
LIVERPOOL—The Mersey Mission to Seamen. Fri. 8 p.m.  
MANCHESTER—Wellington Inn, Bk. Piccadilly, Manchester 1. 8.15 p.m. 3rd Wed. every month.

MORECAMBE & HEYSHAM—"Comet," Stone Jetty, Morecambe. 2nd Wed. every month 7.30 p.m.  
OLDHAM—Grey Horse, Union Street, Oldham. 1st and 3rd Mon. 8.15 p.m.  
PRESTON—Headquarters & Club, 180 Lancaster Road, Preston. 6.30 p.m. to 10 p.m. each evening.  
ROCHDALE—Bulls Head Hotel, Oldham Road. 7.45 p.m.  
ST. HELENS—The Coedley Arms Hotel, Church Street, St. Helens. 1st and 3rd Fri. 8 p.m.  
STOCKPORT—Black Lion Hotel. 1st Fri. 8.30 p.m.

## AREA No. 11

### YORKS, DURHAM AND NORTHUMBERLAND

ASHINGTON—West End Social Club. 2nd Sat. 7.15 p.m.  
BLAYDON—Foresters Arms, Blaydon, 8 p.m.  
BLYTH & SEATON DELAVAL—Duke of Wellington Social Club. 7.30 p.m.  
DARLINGTON—Speedwell Hotel, Victoria Road. Every Fri., Sat. and Sun. 7.30 p.m.  
DONCASTER—"Bee Hive" Hotel, Doncaster. 1st and 3rd Fri. at 8 p.m.  
DURHAM CITY—Dun Cow Inn, Old Elvet, Durham. 7.30 p.m. 1st Wed. in each month.  
HARTLEPOOL—Nursery Inn, Hart Lane, West Hartlepool. Quarterly.  
HULL—Blue Bell Hotel. 1st and 3rd Fri. 7.30 p.m.  
MIDDLESBROUGH—Green Tree Hotel, Mon. 8 p.m.  
NEWCASTLE & GATESHEAD—Central Hotel, Hall Moon Lane, Gateshead. Every Fri. 8 p.m.  
SCARBOROUGH—Trafalgar Hotel, 8 p.m. alternate Fri.  
SHEFFIELD (CITY OF)—Lyceum Hotel, Pond Hill. 1st and 3rd Fri. each month.  
STOCKTON-ON-TEES—R.N.A. Club, Castlegate, Stockton. 1st Mon. 8 p.m.  
THORN—Thorne Sea Cadets H.Q. Fri. 7.30 p.m.  
WINGATE—Dove Cote, Trimdon Grange. 2nd Sat. 7 p.m.

## SCOTTISH DIVISION

EDINBURGH (CITY OF)—Seaforth Highlanders Club, Edinburgh. Fri. 8 p.m.  
GLASGOW (CITY OF)—Old Contemptibles Club, Mions House, Berkeley Street, Glasgow. 7.30 p.m. every 1st and 3rd Fri.  
GREENOCK—23 Anne Street. 1st Mon. 7.30 p.m.  
LOSSMOUTH—Beach Bar. 1st Fri.  
ROSYTH AND WEST FIFE—Queen's Hotel, Inverkeithing. 7.30 p.m. 2nd Mon. of month.

## AREA No. 14

### IRELAND

BANGOR—26a Queen's Parade, Bangor, Co. Down. 1st Thurs. 8 p.m.  
BELFAST—55a Great Victoria Street, Belfast. 8 p.m. 1st Fri. in each month.  
COLERAINE—British Legion Hall, Beresford Road, Coleraine. 3rd Wed. 8.15 p.m.  
DUBLIN—The Conservative Club, York Street, Dublin. 8 p.m.  
NEWTOWNARDS—British Legion Headquarters, Court Square. 1st Mon. of each month at 8 p.m.  
PORTADOWN—British Legion. Last Thurs. 8 p.m.

## OVERSEAS

QUE QUE—Sabakwe Hotel, 8 p.m.

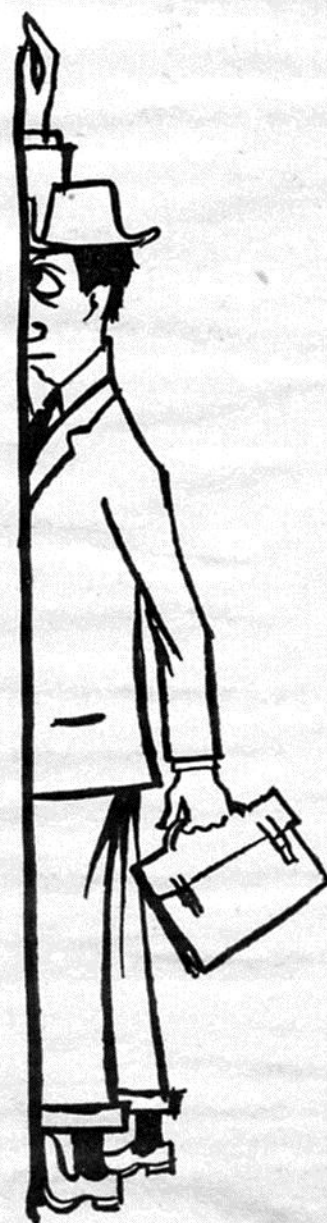
Up  
against  
it

Too many things on your mind,  
too little time on your hands—  
and there you are: up against it.

We can't help you to cope  
with the garden or deal with  
the correspondence you should  
have answered three weeks ago.

But we can take a lot of  
financial affairs and business  
problems off your hands—and  
that's something. If you  
want to know more about  
our helpful services, drop  
in and have a chat.  
No obligation, of course.

MIDLAND  
BANK  
LIMITED





## H.M.S. VIGO

NO NEWS from Vigo for several months does not, as has been so unkindly implied from certain less speedy sections of the Portsmouth Squadron, mean that the ship, like the Flying Dutchman, was condemned some time in May to spend the rest of her career forever ploughing tight little circles in her firing area south of the Nab.

Rather has the reverse been the case—so much so in fact, that seagulls, which normally give the area a wide berth lest they be decapitated by sub-calibre shots or forced down amid the A.A. accuracy of the gunnery experts from Excellent, were reported to have ventured into it in increasing numbers in the months of June and July.

For Vigo was elsewhere. The restless appearance of some of the ship's company when, during a May N.A.T.O. exercise, they scented cognac across the muddy waters of Brest Harbour and were unable to do anything about it, obviously precluded some out-of-routine visits.

First of these came at the beginning of June, with a week's stay at the attractive Norwegian port of Haugesund. There the ship made history by playing, before an awed and slightly disbelieving crowd of more than 500, the first game of cricket ever seen in the district. But however bewildered they might have been at the intricacies of our national game, the Norwegians showed the way in other sporting spheres, handing out a heavy defeat to an untrained ship's soccer team, and also winning a pistol shooting contest. Guards of honour were mounted twice during the eight-day stay—once for a service of remembrance at the beautifully-fenced cemetery for British war dead, and another to mark the visit to the town of the President of Iceland. The weather remained near-perfect throughout the time and most of the ship's company saw as much as they could of the surrounding countryside on organised coach tours and private visits, making many friends in the process.

But relax though the ship's company certainly did in Norway, a rigid training programme for the Squadron regatta—worked out and administered with extreme thoroughness by Mr. S. Ellis, Snr. Cd. Gunner, was carried out each day there just as it had been before leaving Portsmouth. And handsome dividends were paid at the regatta, when, after a fierce struggle in which the issue was in doubt right up to the last event, Starling just scraped home ahead of Vigo for the coveted "Cock" Trophy. But there was a major consolation in the performance by Vigo's Seaman "A" crew, coxed by Petty Officer Haywood, who romped away with their event in easily the fastest time of the day. The whole regatta's performances by the ship's crews was in startling contrast to the previous year, when not a single win was achieved.

The pre-summer leave period wound up with two week-end visits to Sussex coastal resorts, first to Eastbourne and then Bexhill the following week. Bad weather at Eastbourne cleared for the rest of an enjoyable stay. Unfortunately at Bexhill, where a full programme of entertainment had been planned for the visit—highlight of the town's regatta—a heavy swell was a continual handicap. Nevertheless "pirates" from Vigo (hardly recognisable as members of the engine-room department) managed to stage a comic event which cheered the wind-swept regatta crowds considerably, and the cricket team made partial amends for an earlier undistinguished display against Fleetwood, by soundly defeating a local team. Over the performance of an officers' crew in the regatta, it is better to draw a discreet veil . . . that wooden spoon does look rather out of place among the wardroom trophies.

Although speculation has yet to solidify into hard fact, it seems certain that the next few months will not be uneventful for Vigo. Following a week as guardship at the international six-metre regatta off Bembridge at the end of August, the ship has now re-

turned to her normal firing duties until the Christmas refit.

Yet things are not strictly routine. Sport is very much a principal topic. Two newcomers to the wardroom, the First Lieutenant, Lieut.-Cdr. P. L. M. Hill, and Lieut. R. Ludlow, who has taken over as Sports Officer, early indicated the shape of things to come by organising morning P.T. sessions, which after the initial shock, met with some response from the rest of the ship. Nightly, track-suited figures circle the Whale Island fields. And there are plenty of signs that Vigo will make her presence felt this winter. Preliminary preparations in toasting the successes which may lie ahead, will probably be made at the ship's company dance early this (October) month.

## H.M.S. REDPOLE

REDPOLE'S LEAVE period finished on July 28, and we prepared for our last "foreign" visit of the summer. This time it was Worthing!

Our arrival off Worthing was clouded somewhat by poor visibility and the complete lack of conspicuous objects on which to fix the ship. As the Navigator was an Aviator there was a grave suspicion that he might approach the Wardroom at R.N.A.S. Ford via the River Arun or anchor off the nearest pub at Brighton; however, an anchorage was made, one and a half miles off the first pier on the left which, by coincidence, happened to be the first "bump" on the coast on the radar!

The Captain, prepared for a bus ride from Brighton to Worthing and resplendent in sword and medals, was pulled bravely ashore by an excellent crew of Sea Cadets. On arrival at the mysterious pier, confirmation, in the form of modest posters advertising the delightful "young things" to be seen in "Showtime" and "Fun in the Air" proved that one of H.M.'s Navigational Frigates had indeed arrived in the right place. This was taken to be a good omen!

The first official function was a luncheon given by the Captain to the Mayor and other local personalities in the wardroom. A reception was also held on the Quarter-deck in the evening; this was pleasantly successful, though it has since been heard des-

## COMMAND NEWS

To all Jolly Sailors of the Portsmouth Division . . . . .  
Her Majesty's Frigate "MODESTE" will shortly  
Re-Commission at the Colony of SINGAPORE for  
Eighteen Months' Service on the FAR EAST STATION

This Splendid Ship has a Reputation SECOND TO NONE  
and is particularly renowned for the Smartness of her Appearance  
and the Happiness of her Crew.

H.M.S. MODESTE will be commanded by COMMANDER C.E.C. DICKENS, R.N.  
She may be confidently expected to visit such Picturesque Places as  
Hong-Kong, Malaya, Borneo, Siam, and Japan. The latter Country  
is WELL-KNOWN to all Seamen as abounding in Rabbits and other  
Livestock close to a SAILOR'S HEART.

APPLICATIONS ARE INVITED - FROM MEN OF VERY GOOD CHARACTER  
AND OF SUPERLATIVE EFFICIENCY - AND SHOULD BE MADE TO THE  
DRAFTING OFFICE AT THE ROYAL NAVAL BARRACKS, PORTSMOUTH

## H.M.S. DRYAD

THOUGH SUMMER sports are generally at an end, one event remains in which Dryad is very much concerned. The Monarch Bowl Race series, which was to be decided on Wednesday, September 21. Dryad, with two firsts, a third and a fifth, stand a reasonably good chance of sailing away with the Bowl. We hope that Capella and her crew have achieved success by the time this is in print.

## Cricket Comment

Thanks to the wonderful summer we have completed the fullest season of inter-part cricket matches. The success of a first-class season of twenty-over-a-side cricket matches was reflected in the numbers turning out to play and watch. Spectators were rewarded by some thrilling finishes to the games and a display of strokes and cow-shots which made history if not always runs.

## Volunteer Band

After prolonged negotiation, Dryad have at last received the necessary instruments and it is confidently hoped that in the near future Dryad's first band will be formed, in fact the drum section has already been out on trial and it was noted with satisfaction that the big drum was well up to required standards. Despite the lack of barrack stanchions, the response of short time volunteers is encouraging. Expectant R.P.'s-to-be and those who will return to Dryad in the future are requested to brush up their music.

## H.M.S. PHOENIX

IT IS a pleasing thought that Capt. C. E. Pollock who was relieved by Capt. H. Murray-Clark, R.N., on September 19, left us with all the grounds, with their flowerbeds, looking so nice. In the last two years "Phoenix" has indeed risen from the ashes. Goodbye and good luck to Captain, Mrs. Pollock and children. Welcome and a happy commission to Capt. Murray-Clark.

Of cricket, which memories are quickly being blown away, congratulations to Horsea in winning the Inter-part Shield and to all those who took part. When it is realised that the average division is only about 16 strong, it will be appreciated how everyone turned out to enable each division to field a side.

Both Soccer and Hockey 1st XIs have started well—from practically no teams at all to strong sides, shows indeed the team spirit that exists on-board.

This will be in strong evidence at Wembley, Friday, October 21, when in partnership with H.M.S. Collingwood, P.T. School, Portsmouth, and the R.A.O.C., Hilsea, Phoenix again produces the Royal Navy's contribution to the Alamein Reunion for the second year running.

Illustrious indeed are the names of the guests who will be in the Royal

Box, including not only Field-Marshal Montgomery, but also Sir Winston Churchill and the Foreign Minister, The Rt. Hon. Harold MacMillan, M.P.

About the show, the producer, Lieut.-Commander E. H. N. Shute, is keeping a tight lip. We do know that a midget submarine, camels (borrowed from Billy Smart's Circus) a 20 ft. tank, some 300 players, all in home-made costumes, 2,000 balloons and thousands of carnival streamers, are being used. We look forward to seeing it on either an I.T.A. station or the B.B.C. newsreels later.

"THE BIRD."

## H.M.S. DOLPHIN

"THERE IS at this point of the haven, Portsmouth town, and a great round tower almost double in quantity and strength to that that is on the west side of the haven right again and here is a myghtie chain of yron to draw from tourre to tourre." So wrote Leland about 1544. Payment for this chain, first mentioned as an item in a Navy account of 1522, was still being pursued by the Duke of Suffolk, Lord Chamberlain, 23 years later. A Portsmouth map of 1591 in the Cottonian Collection at the British Museum shows this chain in position across the harbour mouth. Unfortunately the map-maker has omitted all details of our western side so that the chain has no visible signs of attachment to the Blockhouse coast. Of the second chain which survived well into the 19th century, Sylvester, the Gosport Blacksmith, in supplying 'one substantial chaine', showed his skill to honest advantage. Although, so he told Samuel Pepys in 1662, the Great Plague had delayed manufacture, it was in use two years later. Sylvester was paid £200, and as these were restoration times, he was more fortunate than he knew.

## Old Comrades

Of more immediate and vital interest are the links which the Submarine Service has forged from the virtues of loyalty and quiet comradeship into a chain peculiarly its own. Neither the chain which hypnotised the imagination of Leland nor the chain which Sylvester fashioned in his smithy had any intrinsic merit away from the setting. That which the Submarine Old Comrades have made is a tribute to the past, an inspiration to the present, and a spur for the future. Thus the Submarine Old Comrades Association Annual Dinner in Blockhouse, Saturday, September 17, was an occasion to remember. Your correspondent can report the arrival of one coach which bore sufficient pennants and trappings of piracy to keep any small boy wide-eyed for months. It was a moment not without poignancy when those who came to a recording of "50 Years of the Submarine Service" listened to the story which was royally their own. They had shared in that adventure, and all were part of that adventure.

## Reunion Dinner

The Annual Reunion Dinner of the Submarine Old Comrades Association is the set piece which, against the old world background of Blockhouse Fort, lends the spirit and achieves the dignity of a pilgrimage. Some 300 pilgrims (one from as distant a spot as Hong Kong), drawn from all the Association branches, after an afternoon programme which included the group photograph, visits to submarines, a demonstration in the Escape Tower, and a submarine film, assembled for the main purpose of their pilgrimage. Among the guests of honour were: Read-Admiral G. B. H. Fawkes, C.B., C.V.O., C.B.E. (Flag Officer, Submarines), Vice-Admiral Sir Sydney M. Raw, K.B.E., C.B., Rear-Admiral R. B. Darke, C.B., D.S.O., Capt. E. F. Pizey, D.S.O., R.N. (Captain S/M5), Capt. A. C. C. Miers, V.C., D.S.O., R.N., Capt. R. L. Alexander, D.S.O., D.S.C., R.N., Cdr. P. G. Sharp, D.S.C., R.N., (Commander, H.M.S. Dolphin), Cdr. D. C. Cameron, V.C., R.N. (Commander S/M 5), and Lieut.-Cdr. M. P. Lurcott, R.N. (Commanding Officer, H.M. S/M Amphion). After the loyal toast had been given Capt. Pizey, in his speech of welcome, referred to the Dolphin building programme, and pointed out the changes which had occurred since the previous Reunion. Among these were the completion of the Vulcan Block dining hall (where the Reunion Dinner was held), the sea wall extension, and the new blocks which are in the process of erection. Rear-Admiral Fawkes, the principal guest of honour, gave an extremely

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Careers in Engineering Company for ex-Royal Navy skilled craftsmen as Fitters, Turners, Milling machinists, etc. Good working conditions and rates of pay in new factory.

Apply Secretary,

CJC DEVELOPMENTS (Portsmouth) LTD.,  
Fitzherbert Road, Farlington, PORTSMOUTH

After a few misplaced rumours of noisy sailors in other people's flats at the dead of night, and a very "interesting" party given by the Wardroom to the stars of "Showtime" and "Fun in the Air" the visit drew to a close and the Redpole departed for familiar waters, much refreshed and not a little weary.

This visit was not quite up to the standard of "Esberg," but it is noticeable that some of the ship's company still maintain a close liaison with Worthing.

We can now be found in the usual places on our beat around the Solent.



interesting review of the year's events among which were the visit of the Queen Mother and Dolphin's eminently successful Families Day. He also gave details of his recent global tour to Submarine squadrons, British and American, and from which he had returned but a week previously. The vote of thanks was given by Mr. Rose of the London Branch. Cdr. W. E. Higham, R.N. (ret.), President of the Portsmouth Branch, gave the toast to absent friends. Among the many Old Comrades was the Life Honorary President of the Portsmouth Branch, Vice-Admiral F. A. Sommerville, D.S.O. A social function of this kind involves much organisation and much preparatory work—in this connection it would be invidious not to include the name of Mr. I. Chapman, the Honorary Secretary and Treasurer of the Portsmouth Branch, for his part in the success of a memorable evening.

#### Submarine Movements

Submarine activity, due to the leave period, has been, as would be expected, on a reduced scale. On August 4, after a most successful passage, Artemis arrived at Trincomalee where she will assume the role Acherone was to have played in forthcoming exercises. After a battery explosion, fortunately without serious incident, Sturdy recently left Rothesay for Liverpool. During the leave period Alliance paid a two day visit to Sandown Bay for the local regatta. Despite the hospitality she succeeded in beating U.S.S. Smalley at tug-of-war, Teredo which had long provided visitors the local opportunity to look over a submarine sailed some few days ago for Chatham. Amphion, Tapir and Sea Scout are now in the midst of their term running programmes. The 1955 Squadron Efficiency Shield was won by Amphion, and, after an extremely close competition, Tapir was winner of the Competition Shoot. A recent arrival to Blockhouse is the U.S. Submarine Tigrone.

#### Handicrafts' Exhibition

So that those who elect to spend their winter evenings in the pursuit of some craft or hobby may plan their leisure now the following advance notice is promulgated. A handicrafts exhibition will be held in H.M.S. Dolphin in early December or late November. Precise dates will be given in due and timely season. Handicrafts will cover the whole range of those arts which can be comfortably pursued at home or on a mess deck. It is also hoped to run a Dolphin Wives' Craft Section, and to persuade NAVY NEWS to donate suitable prizes. Suggestions are welcome.

H.M.

#### In Memoriam

P. D. England, A.B., P/SSX 908725, H.M.S. Vernon. Died August 5, 1955.

R. R. Keegan, A/B, P/SSX 843216, H.M.S. Victory (Ship). Died August 23, 1955.

D. F. Rees, P.O., P/JX 514098, R.N. Barracks, Died August 25, 1955.

T. J. Richardson, E.A.App., M. 929638, H.M.S. Collingwood. Died August 26, 1955.

#### H.M.S. GAMECOCK

WE HAVE had among us over the last few weeks the Instructors and ground crew of the Dartmouth Cadets Gliding "Camp."

With Inst. Lieut.-Cdr. Brett-Knowles, R.N., as Chief Flying Instructor, the training proceeded smoothly for a month, during which three courses of Cadets passed through the Camp and over half were successful in obtaining their "B" Certificates.

A number of illustrious visitors showed their interest: Rear Admiral Willoughby, the Flag Officer Flying Training, and Rear Admiral Fisher, D.S.O., O.B.E., D.S.C., the Flag Officer Ground Training, both took to the air in gliders; Captain Crawford, Captain of the Britannia Royal Naval College, Dartmouth, visited Bramcote to witness progress; and Captain W. W. Sheppard lent himself as a passenger of one of the more advanced Cadets.

All this is now over and the Gamecock Gliding Members start to think of the flying in which they will now be able to indulge, although they will miss the cheering sight of gliders in the air at all times of the day, and are looking forward to another such visit next year.

#### H.M.S. VERNON

DURING THE last three weeks, we have been hosts to bomb and mine disposal experts of the United States and Royal Canadian Navies. They have been here to exchange ideas with our experts; among our American guests were a Commander Nelson and a Lieut.-Commander Hawkins.

Next month, there is a likelihood of a record being set up in Vernon when C.P.O. W. P. Coop, B.E.M., who is at present regulating our Seaward Defence Section, will be presented with the second bar to his long service and good conduct medal. Coop joined the Navy in 1911 and has served continuously for 44 years.

During 1955, the face of Vernon has changed considerably. Mohawk building has been demolished and at present a pile-driver is at work driving in the reinforced concrete foundations of the new C.P.O.'s mess which will be erected on the site. The steel framework of two large three-storeyed instructional buildings have been completed and bricklayers are now hard at work filling in these shells. A new parade ground, facing the harbour entrance has been completed and makes an ideal helicopter landing ground. In July, H.R.H. The Queen Mother alighted here from her helicopter and in the preceding week H.R.H. The Duke of Edinburgh boarded his en route for Windsor.

#### Sailing

The result of the Inter-Command Dinghy Races sailed at Plymouth on Monday, August 22, and Tuesday, August 23, 1955, is as follows:

1st, Nore Command, 127 points (3 wins); 2nd, Plymouth Command, 125½ points (3 wins); 3rd, Air Command, 117½ points (3 wins); 4th, Portsmouth Command, 117½ points (1 win); 5th, Scottish Command, 93 points (nil wins).

#### H.M.S. STARLING

WITH SUMMER leave over we returned to find many new faces in place of old ones. Along with newcomers came Vardy after a questionable three months' sick leave.

Our real cruise of the term began on August 22. It took us to the lochs and narrows of the West Coast of Scotland, where most of us had our first close-ups of loch monsters, but I am sorry to say that our marksmen were not up to scratch in a kill. A week-end in Oban proved well worth the visit, though licensing hours were somewhat inconvenient. After another few days navigational exercise around about, including a stop at Portree and an unofficial visit in hunting rig to Duart Castle and grounds, we crossed the seas to Derry. There we had a few days' rest to the tune of "Wine, Women and Song." Our football team, as always, was victorious, though our scratch hockey team did not carry off a victory. Fortunately, the I.R.A. kept clear of us and so we sailed for jolly Portsmouth again after three days in Northern Ireland. Back in Pompey, the natives did not even wait for pay packets before they left for home. We are now re-acquainting ourselves with the already familiar Solent again, with the "buzz" that we are going to Scotland again!!

R.P.

#### H.M.S. FLAMINGO

H.M.S. FLAMINGO with the Senior Naval Officer, Persian Gulf (Capt. V. A. Wight-Boycott, O.B.E., D.S.C., R.N.) and H.B.M. Consul at Khorramshar (Mr. Bennett) embarked, has just completed a goodwill trip to seven southern Persian ports: Bundar, Mashur, Imgeh, Bushire and Bandar Abbas.

The visits were very successful and hospitality was exchanged on both sides. Soccer matches played between Naval and Persian teams attracted large numbers of spectators.

#### H.M.Y. BRITANNIA

PRIOR TO proceeding to Dundee for the week-end October 8-10, H.M. Yacht Britannia will embark at Portsmouth six Dragon class yachts, among them being "Bluebottle."

These yachts will represent Britain in the international sailing race against Denmark to be held in connection with the British Exhibition at Copenhagen between September 29 and October 16.

For the journey from Portsmouth to Dundee no member of the Royal Family will be on board H.M. Yacht Britannia, but when she leaves Dundee on October 10 she will be carrying H.R.H. The Duke of Edinburgh.

#### ROYAL NAVAL ASSOCIATION

##### HAVANT

ON SEPTEMBER 6, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O. (the President of Havant Branch) proclaimed the branch re-opened in their new meeting place, The Black Dog, West Street, Havant. All who attended were most enthusiastic about the amenities available for branch activities in the new headquarters.

Five days later a coach load from Havant Branch went to Portslade and Southwick to take part in the Service of Dedication of the new Standard of The Royal Naval Association branch there. On the return journey they called on the Brighton Branch and were very well entertained there as well.

Another coach load from Havant went to Winchester on September 18 and took part in the Parade and Dedication of the new Standard of The Royal Naval Association branch there. After the Dedication, the Winchester Branch entertained the guests in a most popular way in H.M.S. Flowerdown.

##### PORTSMOUTH

THE MOST important event in the branch calendar is the Annual Reunion of the R.N. Association, to the uninitiated this consists of a grand parade of all branches of the Association from all parts of Britain which takes place on the Horse Guards Parade and is followed by a service at the Cenotaph conducted by the Association Chaplain and supported by high ranking officers of the Admiralty. In the evening at the Festival Hall a very entertaining programme with a nautical flavour is organised and is followed by dancing on the ballroom floor and an opportunity for shipmates to get together and enjoy a convivial evening; the all-in cost of this very happy day is 21/- and the Secretary will be pleased to have further names, the date being Saturday, October 8.

The branch annual outing took place on Saturday, September 10, this included a boat trip on the Thames and ended with a call and social evening with the members of the Eastleigh Branch of the Association; three coach loads of members and friends enjoyed this very happy day.

A number of members attended the dedication of the new standard of the Portslade Branch on Sunday, September 11, this event was marred by a downpour of rain which caused the march past to be cancelled; more successful was the dedication of the standard of the newly formed Winchester Branch on Sunday, September 18, when 21 standards paraded and marched down the main street to St. John's Church where the dedication service was conducted by the Lord Bishop of Winchester, the lesson being read by Admiral of the Fleet Sir Arthur J. Power, the former Commander-in-Chief, Portsmouth who took the salute at the march past which followed the service.

On the return journey the Portsmouth coach called at the Weeke Hotel, Winchester, where mine host, Mr. T. Johnson, presented a model galleon for the branch headquarters. Shipmate C. W. Bright (chairman), in accepting the gift, assured Mr. Johnson that the galleon would find a permanent home in the place where everyone loved ships.

T.S.T.

#### NAVY NEWS QUIZ

##### ANSWERS

1. After Admiral Vernon, who instituted the custom, and who used a boatcloak of grogham.
2. His eye—at Calvi, in Corsica.
3. 17 ft. 4½ in. In the main entrance hall of the Admiralty.
4. Near Shoeburyness in the Thames Estuary.
5. A pipe.
6. A Midshipman (wart).

#### TRAINING SHIP ARETHUSA

OLD "ARE" ASSOCIATION

All Officers and Ratings who were trained in the present or the old Arethusa are invited to become Members of the newly-formed Association.

For information and details write to:

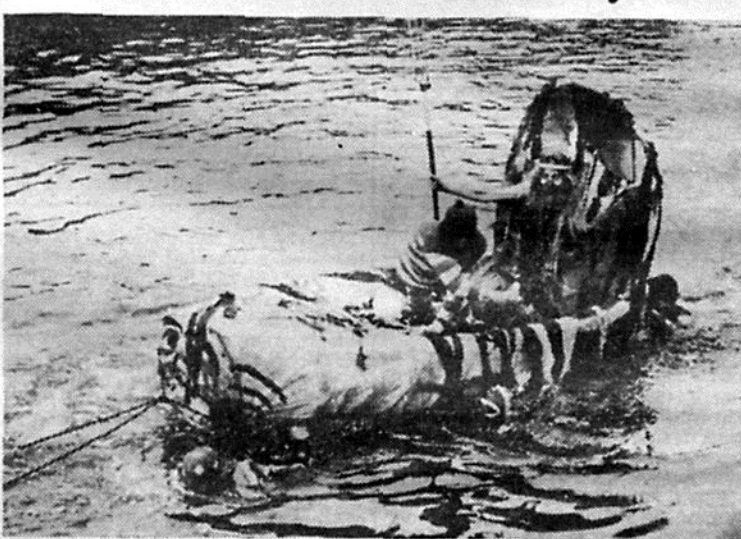
COMMANDER M. H. LE MARE,  
R.N. (RETD.),  
CAPTAIN, T.S. ARETHUSA,  
UPNOR, ROCHESTER, KENT

#### Warden Towed by Samsonia



H.M. Tug Warden, veteran of many a mammoth tow, is herself towed by her sister ship, H.M. Tug Samsonia

#### Vernon Families Day



King Neptune arrives

OUR ANNUAL Families Day was held on Wednesday, August 31, and a record number of our families and friends enjoyed a full day of first-class entertainment.

At 10 o'clock, the field guns' crews of Dolphins and our Sea Cadets marched through the establishment, led by the drum and fife band of the Royal Marine Cadet Corps. In the subsequent field gun event, Dolphin ran out easy winners. Following this, our divers delighted us all with a very amusing display which ended in a most surprising manner. All the performers in all their war paint rushed towards the diving officer, Lieut.-Commander Warner, whose only way of escape was to leap, fully clothed into Vernon Creek; he was followed by each of his gallant performers.

A torpedo was then fired and until lunch time, Vernon's tenders and instructional sections were open to visitors.

In the afternoon a gymkhana was held on the football field. All events

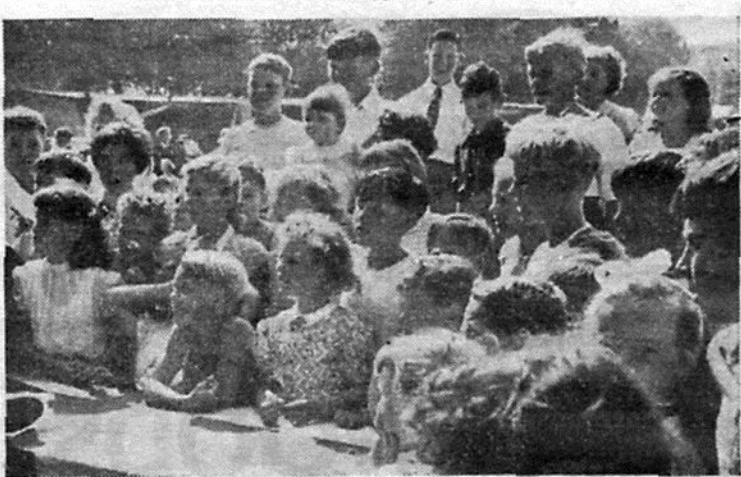
were entered into with zest and, in spite of the great heat, there was a record number of eager entrants for all events, most of which were designed to give amusement to the on-lookers. I have never seen so many runners as ran in the married ladies' hundred yards which Mrs. Squibb won in fine style.

The Baby Show attracted a record number of lovely babies. This was judged by Misses West and Berker, Matron and Sister of Bowland's Nursing Home. Every baby on show deserved a prize; babies Ware and Coxon were declared winners of the two classes.

O.A. Eastley made a very fine bouncing baby, and was very popular with the children as his mum and pop pushed him round the field in his pram.

Music was provided by the Royal Marine Band of Air Command.

Mrs. Grant, the wife of our captain presented prizes after each event.



Admiring Baby Eastley



## CYCLING ENTHUSIASM IN H.M.S. BULWARK

THE R.N. Cycling Association is gaining in stature and popularity, not least on board Her Majesty's Ships. The latest story of real enthusiasm comes from H.M.S. Bulwark, where P.O. Writer Carter, the Hon. Secretary of the Portsmouth Command Cycling Club, is serving.

On Sunday, September 11, the Command were due to stage their open Tandem 30 mile race in which civilian riders were invited to take part. Due to drafting P.O. Writer Carter found himself without sufficient officials, so he decided to run it with help from his shipmates. The Sports Officer loaned his car to take riders and marshals to the start. Nothing very spectacular about this until one learns that the start was at 0430 on the Sunday morning.

The result was a very enjoyable race with 24 tandem entries. H.M.S. Bulwark boasts a strong Cycling Club with a mixture of racing men and tourists. They have permission to use the flight deck and have started pursuit races of four riders. They also have a pair of rollers for the keen types to keep fit on.

Shortly the cyclists on board intend challenging the ship's cross-country team to a race. The course will include rideable tracks so that the cyclists can catch up on time lost when bicycles have to be carried over rough ground.

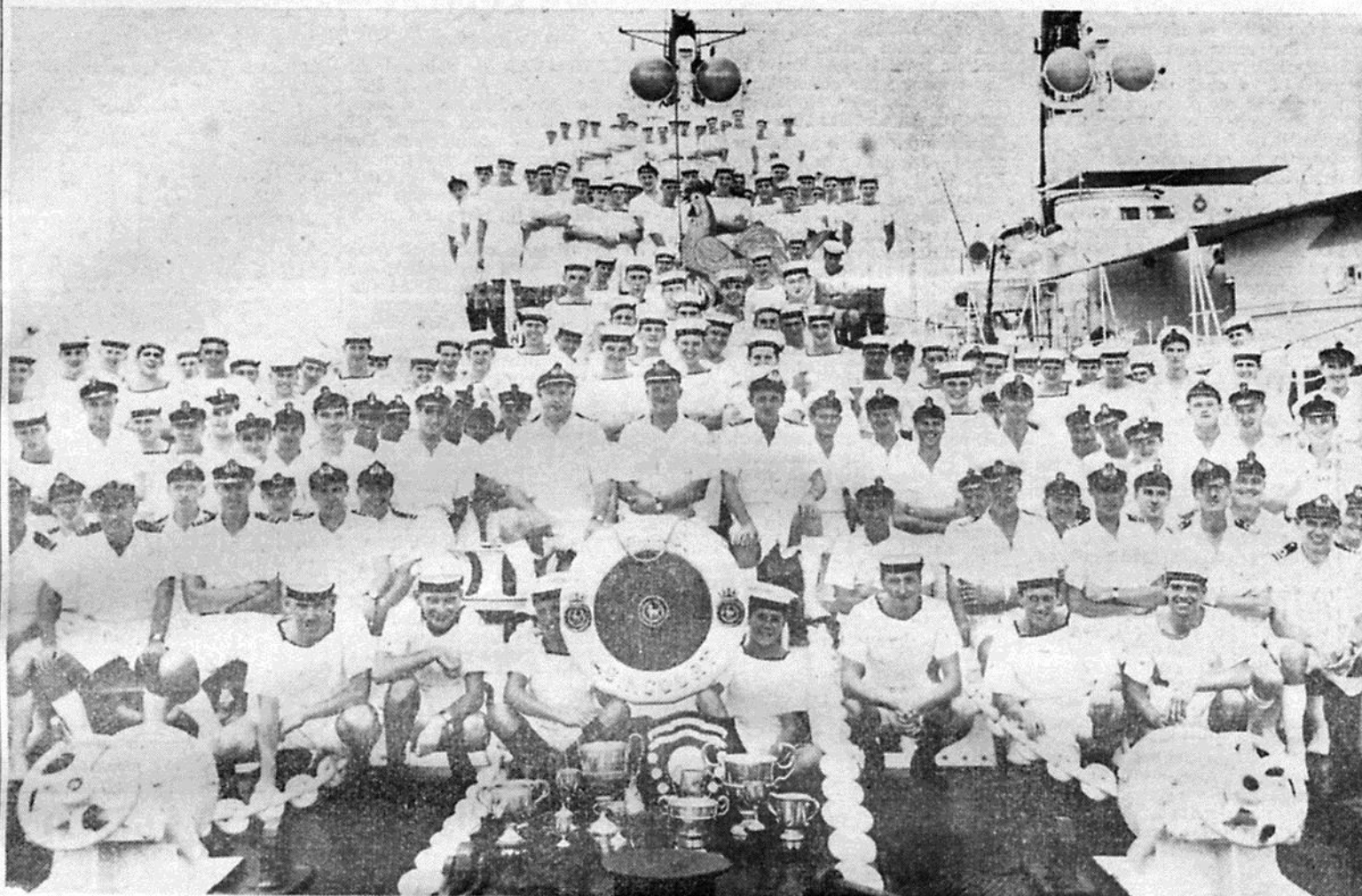
The Command Club's next open event is a pint-to-pint race next November. Riders have to ride 10 miles and stop six times en route to drink a pint of beer at each stop. (Beer has to be paid for.) The prize is a pint pewter mug. This is an unofficial event, of course.

## H.M.S. OSPREY

ON OUR return from summer leave, which had been delayed a fortnight for Portland Navy Days, we found ourselves, like most ships, hovering between summer and winter activities. Only sailing carried on as usual. The brilliant summer weather continued (with occasional foretastes of autumn) and we felt that football and hockey were quite out of place. In fact the grounds were so hard that a start could not be made until the third week of term.

This seems, therefore, to be a suitable occasion to review the summer sports. The cricket team had only a fair season in matches against local village teams, but they won the Revans Cup in the Port Knock-out Competition for the first time, beating Theseus and Ocean in the process. There were some hard-fought and very enjoyable inter-part games.

There has been a very full programme of sailing races this summer, but many races in the period under review had to be cancelled or abandoned owing to lack of wind. Among these was a "jolly" to Lulworth Cove and back, organised by the Second Training Squadron in mid-July, when the competitors, including three Osprey whalers and an Osprey-manned "Windfall Yacht," drifted four miles before accepting a tow back.



STRICTLY SPEAKING, the 4th D.S. completed the first of the commission when she left the Mediterranean, but a more marked division is the ship's first home leave.

According to her captain, the first

half of H.M.S. Agincourt's commission has been a great success. He states that Agincourt has shown herself the best ship in what is acknowledged to be the crack squadron of the Mediterranean Fleet. At the time of the in-

spection he says that the ship was quite exceptionally clean as well as being outstandingly smart. She won the "Cock" after a most thrilling regatta. This showed the splendid spirit of the ship's company, coming so soon after the inspection, and in spite of the

difficulties imposed on training at a critical time by the operations off Split. The farewell signals when the ship left Malta showed the high esteem in which Agincourt was held. An example is F.O.F.'s "All I hoped for. Thank you."

Osprey won many leading places in the regular Portland N.S.A. races on Wednesdays and Saturdays as well as in regattas and trophy races. Much of this success was due to the excellent performances of P.O. Drake, who won the Gieves Cup for dinghies, the Castle Cove Sailing Club Cup for whalers and the R.N.L.I. burgee in the Naval Section of a Castle Cove S.C. meeting. He also obtained second place in each of the Naval Sections of the Weymouth Regatta and the Royal Dorset Y.C. Regatta. Although not so successful as Drake, many others, both officers and ratings, have obtained wins and other places for Osprey against keen competition.

Turning to the winter sports, there have been several soccer trials to find a team for the Navy Cup, in the first round of which we have to play the Sick Berth Staff at Portsmouth on September 21. We are also entered in

the first division of the South-West Services Mid-Week League and for the Chaine Cup, a knock-out competition for ships and establishments of the Portland Area. The inter-part league and knock-out have got off to a good start.

The hockey season opened, after two evenings of gentle training, with a practice-trial in which the Wardroom beat the Lower Deck 3-0. The latter were, however, weakened by the absence of two or three of their best players. We have entered again for the Navy Cup, in which we got to the semi-final last year. Although several of our best players have left us since then, there are several promising

newcomers and we can reasonably hope to give Maidstone at least a very good game, when we play them in the second round next November.

The Rugger players have had to wait for the grounds to soften up more than is necessary for soccer and hockey and consequently, at the time of writing they have only managed a lecture and a run-around to get fit and "get their eyes in."

The Autumn term is usually marked by the re-emergence of the Osprey Players, and, indeed, rehearsals are already in full swing. The play to be put on late in October is "Traveller's Joy," a comedy.

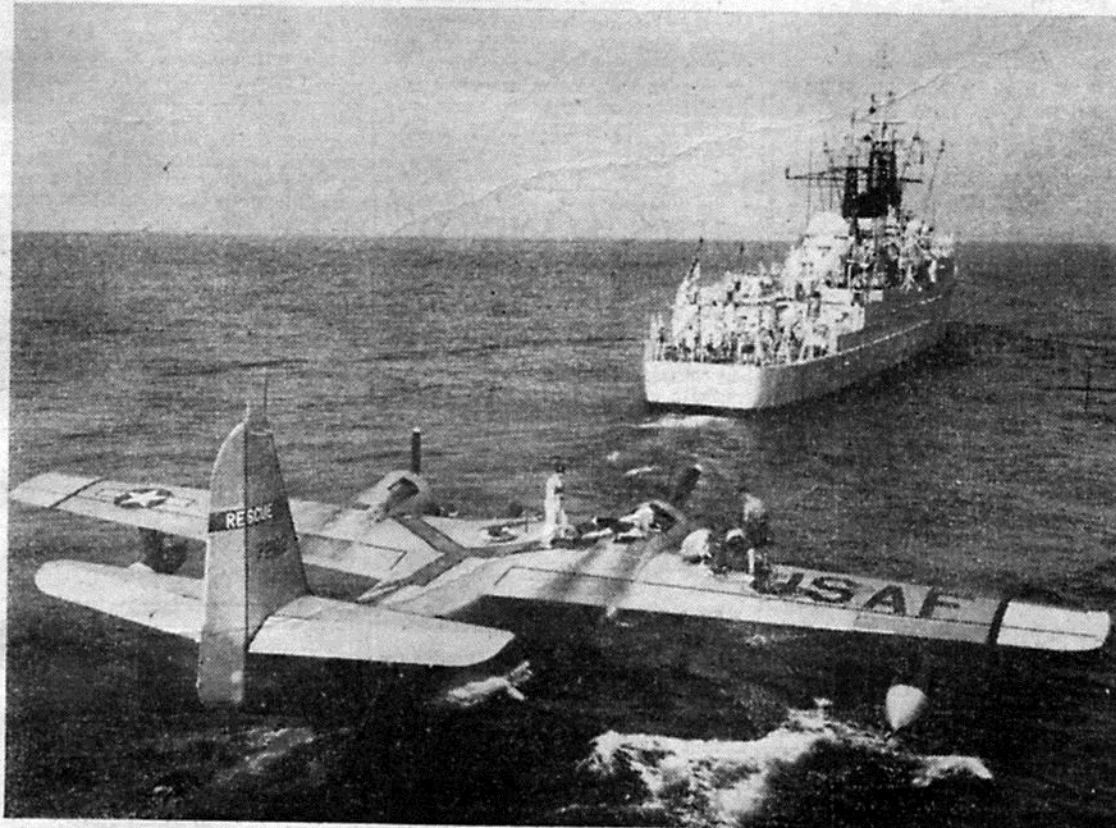
## King George Fund FOR SAILORS

A Ball in aid of this Fund is being held on  
**FRIDAY, OCTOBER 28**  
in the

**ROYAL NAVAL BARRACKS, PORTSMOUTH**

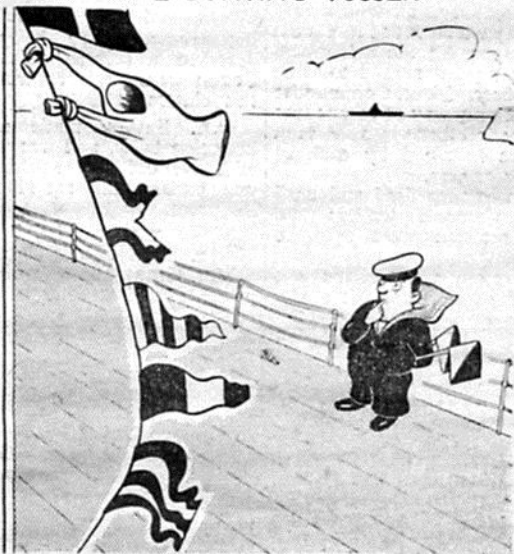
Tickets, including Fork Supper, one guinea. Obtainable from First Officer Foster-Hall, Duchess of Kent Barracks, Portsmouth.

## R.N. RESCUES RESCUER



In response to a radio call for medical assistance for a man critically ill in the merchant ship Les Piedras, 18 miles east of Malta, an American aircraft was dispatched from Wheelers Field, Tripoli. In landing alongside the merchant ship the aircraft sustained damage and her crew had to be taken on board the merchant ship, subsequently landing at Syracuse, the damaged aircraft being left behind. The Commander-in-Chief, Mediterranean, ordered H.M.S. Wakeful to tow the damaged aircraft back to Malta. The Wakeful placed four officers and Leading Telegraphist K. G. Snow, of Ventnor, Isle of Wight, on board the aircraft as a towing crew. The tow was made, for the most part, at three knots in arduous and hazardous conditions caused by strong head winds, and at night it was necessary to stop towing.

## BRICKWOODS GLOSSARY OF NAVAL TERMS: No. 3 THE BUNTING TOSSER



... BUT HOWEVER YOU LOOK AT IT  
**THE BEST BEER**  
IN ANY LANGUAGE IS ...

# BRICKWOODS



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Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

## ACCOMMODATION

ACCOMMODATION for naval personnel and families, every comfort, excellent food if required, terms moderate.—Littledean, 10 Marion Road, Craneswater, Southsea.

SOUTHSEA. Mallow House, 82 Whitwell Road. Special terms, October to March, 1956. B. & B., evening meal, 55s. Home from home. Children welcome.

SINGLE BEDROOM with full board in modern home. Television, garage; suitable naval officer. Phone 4480.

BED-SITTING-ROOMS, furnished, use bathroom; electric light and linen, etc. supplied. No objection one child. H. & C. Gas fires (6d. meter). Cooking and washing facilities. Also full board, or bed and breakfast accommodation at reasonable terms. Central amusements, buses, etc. Recommended.—K. M. Jones, 8 Waverley Grove, Southsea, Tel.: 334411.

TWO FURNISHED ROOMS, separate gas stove in large kitchen; use bathroom, etc.; vacant 2-3 weeks' time. Terms by arrangement.—57 Langstone Road, Milton.

ACCOMMODATION.—Bed and breakfast and evening meal, from October 1 to March 31, £2 10s. per week.—Norris, 58 Whitwell Road, Southsea, Phone 32686.

FURNISHED ROOMS, lounge, bedroom, own kitchen, use of bathroom and garden, no children; £3 per week, including gas and electricity.—81 Haslemere Road, Southsea, Phone 34482.

TWO FURNISHED ROOMS, usual facilities, no children.—3 Beresford Road, North End.

FULLY FURNISHED FLATS, own kitchen, 2 gns. Bookings for long or short periods till June 1. No children.—38 Shaftesbury Road, Southsea (opp. Queen's Hotel)

TWO FURNISHED ROOMS, bed and sitting-room; use kitchen and bath. Not suitable children.—318 Fawcett Road, Southsea.

FURNISHED HOUSE, sea-front, to let, October to March; £4 weekly.—"Seaspray," St. Andrew's Road, South Haying Island. TO LET.—Nicely furnished cottage, Gosport, central shopping area; two living-rooms, kitchen complete with gas stove, water heater, etc., two bedrooms, cultivated garden with large shed; £3 per week, one month in advance, vacant on October 14, 1955.—75a Stoke Road, Gosport. Phone 88027.

## HOLIDAY ACCOMMODATION

SOUTHSEA.—Norfolk House, 29 Hampshire Terrace, Bed and breakfast, moderate.—Phone 74151.

## HOUSES FOR SALE AND EXCHANGE

MODERN SEMI-DETACHED HOUSE, garage, garden front and rear; tastefully decorated.—Mr. Downey, 38 Paington Avenue, Copnor, Portsmouth.

## CARAVANS

CARAVAN to let, long or short periods, six berth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply Mrs. A. K. Whittaker, 58 First Avenue, Farlington, Cosham.

## TRADE

GOSPORT, LAWSON & COMPANY, Estate Agents, have in recent years assisted a great number of naval personnel to purchase suitable properties in the district. Inquiries welcomed and personal attention given without obligation. Mortgages arranged (at present 95 per cent. up to purchase price £2,000). A selection of modern houses and bungalows from approximately £1,500 upwards available with deposits of approximately £75 upwards. — Offices 9, Brockhurst Road, Gosport. Phone 89566.

DO you desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future, 90 per cent. to 100 per cent. loans advanced.—Write for full particulars without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

TAXIS, AJAX, Phone: 4304, 71240, 24-hour service.—10 Hyde Park Road (close Guildhall).

DECLARE your allotment wisely. Did you know that a small amount allotted from your pay now will ASSURE you of a house in the future, with little or no deposit? Advice freely given and without obligation. — Apply J. Hutchinson, Insurance Brokers (Southern) Ltd., 21 London Road, Purbrook. Phone Waterlooville 3416.

## SITUATIONS VACANT

THE PERSIAN GULF LIGHTING SERVICE. Applications are invited from engineers aged about 25-35 years for a post with the above-mentioned Service in the Persian Gulf. A sound knowledge of marine engineering and holding

of a Board of Trade certificate is preferable, but not absolutely essential. The chosen applicant will receive 12 to 18 months' training in this country before taking up duties in the Gulf. Salary payable during the training period would be at the rate of not less than £750 per annum, depending upon circumstances. The main duties and responsibilities of the post are:

The maintenance in efficient operation of all navigational lighting installations owned or maintained by the Service.

The operation and maintenance of a dissolved acetylene gas plant.

Upon the satisfactory conclusion of the training period, the first overseas engagement would be for a period of two years. Generous pay and allowances, with leave at the rate of sixty days for each completed year of service. Pension scheme. Modern furnished and air-conditioned accommodation for a married man is provided at the Company's establishment at Bahrain.

Further details on application to the Persian Gulf Lighting Service, Palmerston House, 51 Bishopsgate, E.C.2.

ROYAL NAVAL CLUB, Pembroke Road, Portsmouth, requires a club steward and wife; board and lodging provided; wages as per Catering Wages Act. No children.—Apply Hon. Secretary, with two years' references.

REQUIRED, Engineer-in-charge. To be responsible for the maintenance of all heating and steam sterilising plant in the hospitals, and other mechanical engineering services. Control of stokers and other maintenance staff and fuel economy. Salary scale £525 x £20—£625 plus London weighting. Qualifications required: Ordinary National Certificate in Mechanical Engineering which includes heat and heat engines as a subject, or equivalent.—Applications with the names of two referees to House Governor, St. Peter's Hospital, Henrietta Street, London, W.C.2.

C. H. BERNARD & SONS LTD., Naval and Civilian Tailors and Outfitters, have openings for young men as shop assistants and representatives. The latter to contact customers aboard H.M. ships and in R.N. Establishments. Whilst preference will be given to those with experience of the men's wear trade, suitable applicants will be given training. Opportunities available for travel. Secure position with good prospects and staff pension.—Apply in first instance to the Manager, C. H. Bernard & Sons Ltd., 8 Queen Street, Portsmouth, or direct to the Sales Manager, C. H. Bernard & Sons Ltd., Ordnance Buildings, Harwich, Essex.

## WANTED

PLUMES OF PAMPAS GRASS to assist in dressing men taking part in the "Crossing of the Line" ceremony to be staged at Wembley on October 21.—Please contact the producer, Lieut.-Commander Shute, R.N., H.M.S. Phoenix, Portsmouth 74661, who will gladly arrange for collection.

## MISCELLANEOUS

NONINGTON NURSERY SCHOOL, 48 Southampton Road, Fareham, Phone 3044. Pupils 3 to 8 years.

## H.M.S. EXCELLENT

ONE OF the curious advantages of life on Whale Island is that one seldom gets bored with daily work and instruction. By that I do not mean to suggest that we Gunners chaps are muddlers and we have no system or routine; on the contrary, we have numerous drill books and do everything in a very systematic way—by numbers. What I mean, however, is that we play as well as work and we are, in fact, in the best of form.

The summer has seen over 120 games of cricket on the upper lawn and our first eleven came top in winning the United Services Cricket Trophy. The game of cricket at a Gunners School would not be in order if at least one game was not dedicated to St. Barbara, the patron saint of all Gunners. St. Barbara Cricket has a particular set of rules drawn up to match the Gunner to all opponents. Two games, hardly annuals, have been played, resulting in the victories of the Chief Petty Officers over the Staff, and the Long Gunners Staff Course from Larkhill over the Long Course.

Our Soccer is on a sound footing for the season and we have already carried off the Braemore Trophy, at the six-a-side knock-out at Braemore Park, Salisbury. In the U.S. League, Division One, we have two wins to our credit and three in Division Two.

Training is in full swing for the autumn Island marathon and we hope that our talent scouts will produce some surprises for the Command cross-country. We extend our congratulations to P.O. Kirkby in winning the Sussex Trophy for the best field events in the R.N.A.C. South.

An interesting relic has been revived on the Island, the Whale Island train, which, as some readers probably know, was employed to take the Captain of H.M.S. Excellent on his daily tour of the establishment and to supply the needs of the gun crews in the battery. It has now appeared as a children's party item, but alas, like the steam picket boat, is now propelled by the product of Henry Ford. Needless to say, it was highly popular and our children's parties this year were very successful.

The arrival on the Island of Cleopatra, borne on the shoulders of the Long T.A.S. course, suitably attired, proclaimed that the inhabitants of the Island of Whales had been called to give account in the field of battle. This challenge, which is an annual olympiad with H.M.S. Vernon, was accepted in an appropriate fashion and according to the rules and established procedure the away team, H.M.S. Excellent, duly won.

## H.M. SHIPS TO VISIT COPENHAGEN

UNITS OF the Home Fleet will be visiting Copenhagen during the period of the Federation of British Industries Exhibition, September 20 to October 16.

The ships will be H.M.S. Apollo (Captain N. J. Wagstaff, R.N.), wearing the flag of the Commander-in-Chief, Home Fleet, Admiral Sir Michael Denny, G.C.B., C.B.E., D.S.O.; the light fleet carrier Albion (Capt. W. A. F. Hawkins, D.S.O., O.B.E., D.S.C., R.N.); and two Daring class ships, H.M.S. Diana (Capt. C. R. L. Argles, R.N.) and H.M.S. Decoy (Capt. M. N. Tufnell, D.S.C., R.N.). They will arrive on October 6 and remain until October 10.

Also visiting Copenhagen in connection with the exhibition will be two H.M. ships of particular interest to marine engineers: H.M.S. Grey Goose (Lieut.-Cdr. D. W. Wilson, R.N.) and H.M.S. Highburton (Lieut. F. G. Swindells, R.N.).

The Grey Goose, a coastal defence boat of some 260 tons, is the last of a class of wartime vessels which took part in many close actions against enemy E-boats in the "narrow seas." During the war she was fitted with high efficiency steam turbines supplied by a single boiler. Since the war, these turbines and boiler have been removed and the ship is now used as a vehicle for the Rolls-Royce R.M. 60 marine gas turbine engine, two of which are fitted.

These gas turbines are of advanced design and transmit their power through Rotol controllable pitch propellers, obviating the use of reverse gearing. The new engines give an increase of some 35 per cent in power, effect a 50 per cent reduction in machinery weight, and save about 25 per cent in space compared with the engines formerly installed. The Grey Goose will be on view from September 29 to October 5.

H.M.S. Highburton, a new coastal minesweeper, is fitted with the lightweight high-powered diesel engine known as the "Deltic," which was designed and developed for the Royal Navy by Messrs. Napier. This engine takes the form of an opposed piston

two-stroke cycle engine with a power rating up to 2,500 b.h.p. and is constructed in triangular form with three crankshafts. It gives increased performance and reliability compared with the petrol engine which it replaces. There is also greatly reduced risk of fire with this new engine. H.M.S. Highburton will be on view from October 8 to October 14.

## H.M.S. MAIDSTONE

FRIDAY, SEPTEMBER 9th, was Families' Day on board H.M.S. Maidstone, and the ship was open to the families and friends of Maidstone personnel. No effort was spared by either the officers or the men of the ship's company, to ensure a pleasant afternoon for the guests. Their combined resources resulted in a magnificent display of sideshows and exhibitions, including that of a mock fight alongside the ship, staged between the ship's "pirates" and some marauding "Indians." When the time came for our guests to depart, I am sure that not one wanted to leave, after the hectic enjoyments of the afternoon.

The disaster in H.M. Submarine Sidon has left a deep impression on the minds of everyone in the British Navy. After divisions on the afternoon of Friday, September 16, everyone mustered to watch the Captain present commendations from the Commander-in-Chief, Portsmouth, for exemplary leadership at the time of the disaster, unfortunately, one of the men commended, C.O.A. Ward, had returned to Devonport. The names of the other four men commended are: Lieut.-Cdr. H. T. Verry, commanding officer of Sidon; Lieut.-Cdr. C. F. Alington, T.A.S. officer of the 2nd Submarine Squadron; Commissioned Engineer R. E. Hawkins and E.R.A. Pearson, of H.M.S. Sidon. The special commendation of these officers and ratings, however in no way belittles the bearing of all members of H.M.S. Sidon's ship's company.

Very shortly, Capt. Gregory will be leaving us, and we take this opportunity of thanking him for all he has done during his period of service with H.M.S. Maidstone, and of welcoming our new commanding officer, Capt. Newton.

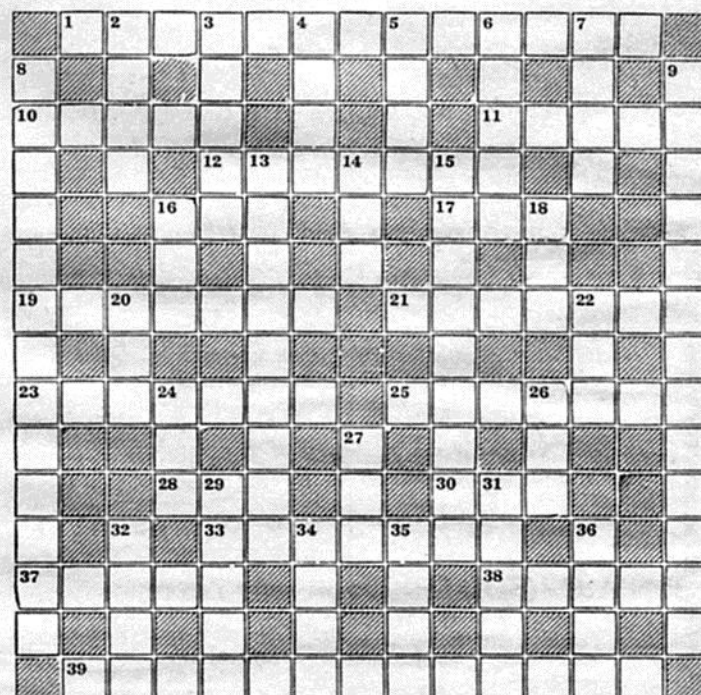
## Navy News Crossword—No. 15

A prize of £1 1s. will be given for the first correct solution opened on October 18

The winner of last month's Crossword was:

F. K. Cowley, C.P.O. WTR., R.F.R., Flat 3, 63 Honor Oak Road, Forest Hill, London, S.E.23

to whom a cheque for one guinea has been sent.



### CLUES ACROSS

- Where the guardian keeps his charge incommunicado? (9, 4).
- Choice (5).
- Human organ (5).
- Firm, maybe (7).
- A modest fling? (3).
- Increase the volume of a page (3).
- Peninsula in a Scottish river, nevertheless (7).
- One of the girls in 25 takes part in a game (7).
- Sportsmen fed on Yorkshire pudding? (7).
- Two girls on my knee (7).
- Written in praise of a Churchill? Starts right, anyway (3).
- Curtailed Doone character (3).
- Famous writer telling his offspring to include himself? (7).
- Weight I see in sound to make me sound? (5).
- Sharp sort of mint? (5).
- "20 Questions" is a form of this (13).

### CLUES DOWN

- The peninsula in 19 (4).
- A clinger (5).
- Bird act, phonetically (4).
- There's nothing in honour (4).
- One and one are three? (5).
- Sounds like one and one are two (4).
- It is reliable (13).
- Mr. Quelch and the Head to Bunter (6, 7).
- Sleeping place for a close-mouthed type? (6, 3).
- Four-legged nut (3).
- Was paid, then raced (3, 2, 1, 3).
- A bit of bread and milk (3).
- Decline (3).
- At least six games (3).
- Tool at last (3).
- Company? (3).
- All of 21 (3).
- Is followed by two graduates and many sinners (3).
- Cared for an old county cricketer (5).
- Put in (5).
- Nameless (4).
- Force (4).
- Close fitting (4).
- He is someone important to her, though it looks the opposite (4).

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# SPORTS PAGE

## INTER-SERVICES SWIMMING CHAMPIONSHIPS, 1955

THESE TOOK place at Eltham Baths on September 6, 7 and 8. The R.A.F. again swept the board, as they have done for the previous three years, winning the Swimming, Diving and Water Polo.

The individual placings of Navy competitors were:

100 Yards Butterfly—2nd, E.R.A. Viney, 65.6 secs.; 6th, E.R.A. Antcliffe, 74 secs.

100 Yards Free-Style—5th, S.B.A. Holloway, 56.3 secs.; 6th, Sub-Lieut. Andrew, 56.3 secs.

100 Yards Breast Stroke—3rd, A.B. Purkiss, 73.5 secs.; 4th, J./Wtr. Smith, 74.3 secs.

440 Yards Free-Style—5th, Mid. Barrow, 5 mins. 39.3 secs.; 6th, O./Sea. Stevenson, 5 mins. 56.5 secs.

100 Yards Back Stroke—4th, Mne. Wright, 68.8 secs.; 6th, L./Stwd. Archer, 71.6 secs.

220 Yards Free-Style—3rd, O.A. Smith, 2 mins. 24.6 secs.; 6th, L./Sea. Gibson, 2 mins. 25.1 secs.

One Mile—5th, Mid. Barrow, 25 mins. 37.2 secs.; 6th, Mne. Wright, 25 mins. 48.4 secs.

Team Relay—R.N. team finished in 3rd place.

Three Navy records were beaten namely, by 9 secs. by E.R.A. Viney in the Butterfly, by O.A. Smith in the 220 yards Free-Style by 2.4 secs., and also by S.B.A. Holloway in the 100 yards Free-Style by .6 secs. Sub-Lieut. Andrew was also credited with the same time in the latter race. Unfortunately, owing to the fact that in each case the times were not taken by the requisite two timekeepers as laid down, they cannot be ratified as new records.

Diving Springboard—5th, L./Wtr. Painter; 6th, L.E.M. Panayi. Diving Firmboard—3rd, L./Wtr. Painter; 4th, L.E.M. Panayi.

Water Polo—R.N. 6 goals, Army 2 goals; R.N. 2 goals, R.A.F. 5 goals.

The Navy water polo team had their best side since 1946 and it was gratifying to see them taking second place.

As always the R.A.F. were in a class by themselves and included two internationals.

The Army were deservedly beaten by four clear goals.

Team: A.A.4 Hughes, L./Ptlm. Summers, O./Sea. Copp, E.R.A. Viney, O./Sea. Scott, O.A. Smith, Mne. Gould, O./Sea. Stevenson.

The finals results were: 1st, R.A.F., 81 points; 2nd, Army, 54 points; 3rd, R. Navy, 35 points.

The Women's Championships, which were contested at the same meeting, resulted as follows:

100 Yards Free-Style—2nd, Wren Allberry; 4th, Wren Crossley.

66½ Yards Breast Stroke—1st, L./Wren Cruickshank; 2nd, Wren Adams.

66½ Yards Back Stroke—4th, Wren Earle; 5th, Wren Smith.

Medley Relay—W.R.N.S., 3rd place. Team Relay—W.R.N.S., 1st place.

Diving Springboard—1st, Wren Lysaght; 4th, Wren Earle.

Diving Firmboard—1st, Wren Lysaght; 4th, Wren Lewis.

Final results: 1st, W.R.N.S., 58 points; 2nd, W.R.A.F., 52 points; 3rd, W.R.A.C., 43 points.

The W.R.N.S. are to be congratulated on maintaining their unbroken record and gaining their eighth consecutive win since the inception of this competition in 1947. L./Wren Cruickshank set up a new Inter-Services record in the 66½ Yards Breast Stroke.

## R.N.A.C. (SOUTH)

THE CLUB took part in the Portsmouth City Police Road Relay race on Saturday, September 3, each competitor running 2½ miles, and gaining fourth place of the twelve teams entered.

Individual timings.—E.A. Joyce (Ariel) 15 mins. 56 secs.; P.O. Sharp (Dryad) 16 mins. 39 secs.; L.R.E.M. Ratcliffe (Ariel) 16 mins. 45 secs.; A.B. Moralee (R.N.B.) 16 mins. 47 secs.; Wtr. Dewsnap (R.N.B.) 17 mins. 19 secs.

## R.N.B. SWIMMING BATH STATISTICS

FROM SEPTEMBER 1, 1953, to August 31, 1954.—Total attendance, 26,561. Total attempted test, 3,470. Total passed P.P.T., 2,409.

From September 1, 1954 to August 31, 1955.—Total attendance, 32,901. Total attempted test, 4,318. Total passed P.P.T., 3,403.

## HOME FLEET SPORT

THE HOME Fleet Athletic Championships were held separately from the Invergordon Highland Gathering this year as efforts to persuade the organisers of the latter event to run their meeting under Amateur Athletic Association rules failed at the last minute.

It was disappointing that the fine weather broke on the day of the heats and, except for a short spell, it rained heavily during the meeting proper. It is therefore not surprising that the times were slow. However, no lack of enthusiasm was displayed and, judging from the cheery behaviour of the spectators, the meeting was a great success—particularly as the final result hinged on the last relay event. The First Lord of the Admiralty attended the meeting and witnessed the Commander-in-Chief win the Veterans race.

The results were as follows:

### INDIVIDUAL

High Jump—1st, L./Sea. Bailey, 1st D.S. (5 ft. 1 in.); 2nd, Lieut. Whatley, Darings.

Shot—1st, Lieut. Whatley, Darings (33 ft. 5½ in.); 2nd, P.O. Mays, 1st D.S.

Officer Students 100 Yards—1st, Cdt. Marsh, Glasgow (12.1 secs.); 2nd, Cdt. Parker, Glasgow.

100 Yards—1st, A.B. Hutchinson, Tyne (10.9 secs.); 2nd, R.E.M. Ferguson, Urania.

One Mile—1st, R.E.M. Bradley, Glasgow (4 mins. 44.6 secs.); 2nd, Lieut. Mitchell, Darings.

Hop, Step and Jump—1st, Lieut. Whatley, Darings (37 ft. 6 in.); 2nd, L./Sea. Bailey, 1st D.S.

220 Yards—1st, E.M. Ward, Glasgow (25.8 secs.); 2nd, O.S. Lockett, 1st D.S.

Discus—1st, P.O. Mays, 1st D.S. (91 ft. 3.8 in.); 2nd E.R.A. Haynes, Glasgow.

880 Yards—1st, O.S. Cheetham, 1st D.S. (2 mins. 8 secs.); 2nd, A.B. Meham, Tyne.

Long Jump—1st, Surg-Lieut. Mead, Tyne (18 ft. 4 in.); 2nd A.B. Hogard, Glasgow.

Three Miles—1st, R.E.M. Bradley, Glasgow (16 mins. 6 secs.); 2nd, O.S. Park, Tyne.

440 Yards—1st, Cpl. Armitage, Tyne (56.6 secs.); 2nd, O./Sig. Small, Tyne.

Javelin—1st, Mne. Montigde, Glasgow (128 ft. 11 in.); L./Sea. Bailey, 1st D.S.

Veterans—1st, Admiral Sir Michael Denny, The Commander-in-Chief, Home Fleet; 2nd, Rear-Admiral Thistleton-Smith, Chief of Staff to the Commander-in-Chief, Home Fleet.

### Team Events:

Tug-of-War Final—Glasgow beat Darings two pulls to one.  
4 x 110 Yards Relay—1st, Glasgow; 2nd, Tyne.

### Points:—

Glasgow 38, Tyne 32, Darings 30, 1st D.S. 27, Urania/Loch Fada 25.

The Home Fleet Rugby Competition results to date are:

6th F.S./Loch Fada 3, Darings 6; 1st D.S. 11, Glasgow 14; Darings 23, Tyne 3.

The final match will be played at Rosyth later this month. Also, whilst at Rosyth, in addition to various Fleet matches, it is intended to stage the Home Fleet Cross Country Championships on October 22 and the Home Fleet Novices Boxing Championships at the end of the month.

## R.N. FOOTBALL ASSOCIATION

ON WEDNESDAY, October 19, service football fans will be able to see the R.N. play their first representative match of the season against Oxford University at Fratton Park.

The R.N. team will then cross to Jersey, at the invitation of the Governor of the Channel Islands, to play the local club on the occasion of their Golden Jubilee. Although the Navy team have an annual fixture with Guernsey each New Year, it is some time since Jersey has been visited and this fixture will be looked forward to by both sides.

## FENCING WORLD CHAMPIONSHIPS, 1955

LIEUT.-CDR. R. A. St. C. Sproul-Bolton, O.B.E., R.N. (Staff of the Commander-in-Chief, The Nore), has been selected for inclusion in the British Epee Team to compete in the World Fencing Championships in Rome, October 9 to 20, 1955.

## R.N. INTER-ESTABLISHMENT UNIT HOCKEY KNOCK-OUT COMPETITION

TWENTY-FOUR TEAMS as opposed to 34 teams have entered the above competition this year, notable absentees being last year's winners, the Reserve Fleet, Plymouth, but it is good to see R.N.A.S. Culdrose enter and it is hoped that they will do as well in this new venture as they did in the Navy Cup football last season.

It will be seen that R.N.B. Chatham and R.M. Deal, who met on three occasions last season before gaining a decision are drawn together again. The draw is as follows, first-named being the home team.

1st Round to be completed by October 29

1. Hornet v. Phoenix; 2. Victoria Barracks v. Collingwood; 3. Siskin v. Vernon; 4. R.M.B., Eastney v. Mercury; 5. Daedalus v. Excellent; 6. Dryad v. R.N.B., Portsmouth; 7. Submarine Reserve Group, Devonport v. R.M.B., Stonehouse; 8. R.N.H., Chatham v. Reserve Fleet, Chatham.

2nd Round to be completed by November 30

9. Osprey v. 2nd Submarine Squad; 10. R.N.A.S., Culdrose v. Winner of 7; 11. R.M. Commando School v. R.N.B., Devonport; 12. P.R.O.M., Chatham v. Winner of 8; 13. R.M., Deal v. R.N.B., Chatham; 14. Winner of 1 v. Winner of 6; 15. Winner of 5 v. Winner of 3; 16. Winner of 2 v. Winner of 4.

The completion dates are framed to allow time for replays. The competition will be reduced to the semi-final stage by Christmas leave. Semi-finals and the Final will be played in the New Year.

It is requested that the home team will notify:

Before the match—Command Umpires Representative to appoint Umpires.

After the match—Report result to Inst-Lieut. N. C. Holt, R.N., Hon. Secretary, H.M.S. Excellent, with list of players representing each side.

Matches are to be played in accordance with the rules published in the R.N.H.A. Handbook.

## UNITED SERVICES RUGBY F.C.

THE CLUB began the season with a resounding victory for all four sides—the 1st XV defeated London Irish 21–3, the "A" team defeated Hove 45–5, and both Extra "A" sides won their games.

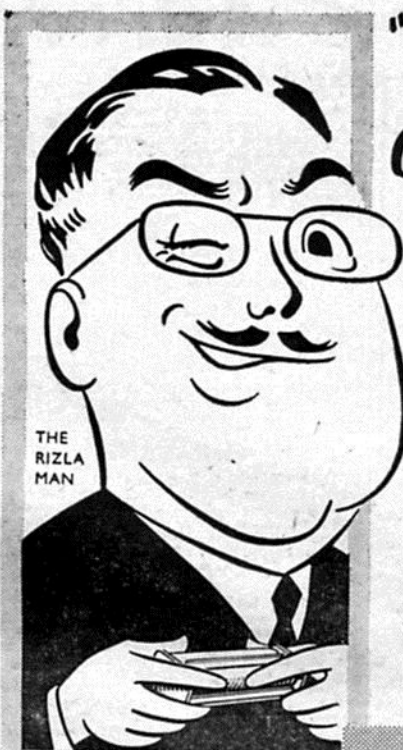
But despite this rousing "opening chorus" we need more players urgently. Trial games were held on each of three days early in September and everyone who attended had a run before the Selection Committee. These trials revealed a healthy display of new talent, but even now—at this early stage—many of the newcomers have moved on in their ships or have been drafted or appointed elsewhere.

To field four Fifteens every Saturday requires a much greater number of players than we have at present, and the Club invites new members to join without delay. Some ratings and ranks of the other two services may, perhaps, have a mistaken notion that because the United Services Rugby Club plays on the Officers' ground it is an officers' club. This idea is quite wrong and should be corrected forthwith! The Club wants every Service man who is interested in Rugby to join the United Services R.F.C.

We are not looking for super-men or Internationals—although both will be welcome—but we are much more interested in keen, young players who want a game on Saturday afternoons. There are many young players who enjoy a Wednesday game with their ship, establishment or unit team, and they could enjoy also a Saturday game with the U.S. if they knew what to do about it. The answer is to drop a postcard to the Team Secretary, Lieut. J. A. F. Lawson, R.N., H.M.S. Excellent, Portsmouth, telling him your address, your position and how soon you are available to play.

Training begins every Tuesday evening at 1700 hours on the U.S. Ground, Burnaby Road, and all intending members are welcome. Flood-lighting will have been installed by the time you send this.

The United Services Rugby Club has a splendid record—and it is certain that we shall need many more players if we are to maintain the standard in the coming season.

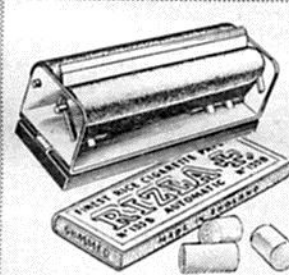


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The Centre (previously the Royal Hotel) provides very comfortable living accommodation. Most of the bedrooms are for two or four people.

The following Christmas holiday courses will be under the general direction of the Warden assisted by the Chief Instructor and other experienced staff.

No. 1. Mountain Activities: For men and women not under 17.

Date: Wednesday, December 28, to Wednesday, January 4.

Syllabus: The programme will be general in character and will include training in map reading and the use of the compass; hill walking and mountain-camping—at least one night will probably be spent under canvas; the basic principles of rock-climbing; and, if weather permits, the technique of canoeing. If there is snow, consideration will be given to the inclusion of snow-camping and

ski-ing. There will also be visits to mountain farms, and ornithology, botany and practical geography will be touched upon. The training will naturally be energetic, but, to avoid overstrain, students will be grouped according to their stamina.

Fee: £6-10-0.

No. 2. Rock-Climbing: For men and women not under 17 with little or no experience of climbing, but who have done some hill-walking. Date: Wednesday, December 28, to Wednesday, January 4.

Syllabus: The greater part of the time will be devoted to climbing, but some more general training will be included in the programme.

Fee: £6-10-0.

No. 3. Mountain Activities: For young people between 16 and 20. Date: Wednesday, January 4, to Wednesday, January 11.

Syllabus: See No. 1.

Fee: £6-10-0.

No. 4. Rock-Climbing. For young people between 16 and 20 with little or no experience of climbing but who have done some hill-walking.

Date: Wednesday, January 4, to Wednesday, January 11.

Syllabus: See No. 2. Fee: £6-10-0. If interested, apply at once in writing to: The General Secretary, The Central Council of Physical Recreation, 6 Bedford Square, London, W.C.1.

## U.S. HOCKEY

TRIALS HAVE revealed very little new talent in the hockey world. Many of last year's successful team have left the Port and, so far, adequate substitutes are lacking.

Commander Repard, the Navy full-back, is a welcome addition, but a completely new half-back line has to be found. Last year this was our strength, now it is our weakness. The defence is far too fond of clearing at any cost; little constructive work is evident. The push pass is seldom seen and time again defenders are over-hitting down the middle.

The forwards have possibilities with Chief Petty Officer Brown, the Navy cap, at inside right, but class wingers are again sadly lacking. Players can do much to improve this state of affairs by evening practice while the light lasts and getting really fit.

### Home Matches in October

Saturday, October 8, 1st XI v. Beckenham; Saturday, October 15, 1st XI v. Hendon; Saturday, October 22, 1st XI v. Littlehampton, and Saturday, October 29, 2nd XI v. Southampton.